



JUST ARRIVED

A SHIPMENT OF

TUBORG BEER

Purveyors to
The Royal Danish Court.
The most popular Danish Beer
on the Market.

6 doz. pts. . . \$21.40 duty paid.

Sole Agents

GANDE, PRICE & CO., LTD.,

Wine and Spirit Merchants.

St. George's Buildings, No. 2, Ice House Street,

Tel. Central No. 135.

Hong Kong.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement.

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
HONGKONG.

嬰孩

When mother fails

Not every mother can feed her baby - so a food must be found which will give the nourishment that baby needs. Mothers turn naturally to Horlick's, which for years has proved its value. Horlick's helps nature to build brain and body - brown and muscle like OUR BABY of the Song.

好站得穩坐不哭
吃得飽好睡好
長得壯健

孩

HORLICK'S
THE ORIGINAL
MALTED MILK

Representative - Mr. H. M. HODGES, P.O. Box 1371, Shanghai.



The Woman who

motors

knows the

value of

HAZELINE

(Trade Mark)

SNOW

When she needs
a touch of colour
she uses

"HAZELINE"
ROSE FROST

Both in glass pots

Applied to the face before
starting, it prevents dust
entering the pores of the
skin. On arrival, another
application removes all
traces of the journey.

All Chemists and Stores

BURROUGHS WELLCOME & CO.
(Incorporated in the U.S.A.)
LONDON AND SHANGHAI

SUCCESS AT THE BAR.

ENGLAND'S LEADING
LAWYERS.CHARACTER STUDIES OF
THE COMING MEN.

[BY A BARRISTER.]

Three can be few lives as strenuous as a successful barrister's. There is a superstition, however, that princely fortunes can be made easily at the Bar, but the truth is that money is more hardily earned in the Temple than anywhere else, and there are few incomes which can compare to that of a big merchant or industrialist. Some put Sir John Simon's gross professional earnings as high as £80,000 a year, and before Sir Douglas Hogg took office it is known that he ran Sir John very close. But these two Titans stand quite alone. Their incomes are easily the greatest earned at the Bar. Sir Edward Clarke's best year was £20,000. But this does not mean that a corresponding increase prevails through the profession. The present is a notoriously lean time for the field.

Two decades ago there were a number of great advocates who could be said to stand in the "front rank." But after Lord Carson went to the Lords the front rank consisted of Simon and Hogg. Where once there were Duke, Finlay, Clarke, and Rufus Isaacs, there are now comparatively few outstanding figures at the Bar. Edward Marshall-Hall was the last of the great Old Bailey heroes. He was as well known as any man in England. He once boasted to me that in no single restaurant was he offered a numbered ticket for his coat and hat. This is fame indeed.

Lord Carson. But even he with his magnificent appearance did not create the impression in court that Sir Edward Carson made. I well remember seeing him come into a packed court in the Lyle Samuel libel action in 1913. He wore an old tattered gown, and a crazy old wig perched on the top of his head, and every person in court seemed to dwindle and grow insignificant in comparison with this dominating personality.

When Sir Douglas Hogg took office there was a great gap to be filled in the silks bench, and it has remained to a large extent empty. Mr. Norman Birkett, Mr. William Jowitt, and Mr. Stuart Bevan have all assumed a very leading but not a dominating position. Perhaps Mr. Bevan is the most attractive of all present-day advocates in manner. He has a courteous, sensitive face, and one feels, looking at and listening to him, that it is still something to be a great gentleman. Had he cared for politics he would have been an adornment to the Treasury bench. One hopes that what the Treasury bench has lost the King's Bench may gain; but rumour has it that he does not desire judicial promotion.

Romantic Austerity. Mr. Jowitt is one of the handsomest men at the Bar. He looks like a poet who decided to reject the Muse for Law, and has done so very thoroughly. There is a romantic austerity about his face which accords ill with the atmosphere of the commercial court in which he so largely engages.

Probably Mr. Birkett's practice excites most envy among his contemporaries. He lives in a continual atmosphere of "causes celebres." He has a particularly beautiful and expressive voice. One feels if he asked one to take shares in a company it would be difficult to refuse. This is, I suppose, the "Special Jury" gift. "Is that Mr. Birkett?" said a beautiful young lady to me one day in court. "How charming he is! I had to listen to him, because he's against me in my own case."

Mr. J. B. Melville, who took silk the other day, should be a dangerous competitor in the front row. He probably had the best all-round (Continued on next column.)

AMERICAN SAILORS SENTENCED.

SHANGHAI PUBLIC GARDENS ROBBERY.

TERM TO BE SERVED IN AMERICA.

Last Wednesday morning Judge Purdy sentenced three American sailors, D. J. Sax, L. S. Harper and R. C. McChatchery to one year and one day's imprisonment at McNeill's Island penitentiary, they having been proved guilty of highway robbery with violence. Dr. Sellett, prosecuted at the trial while Mr. F. J. Schuhl defended. In sentencing the youthful defendants, Judge Purdy intimated that it was a very difficult matter for him and that these men were of use to the American Navy and probably in all circumstances would make good American citizens.

The Court could not turn them back to the navy as they had been found guilty and he did not deem it wise that they should remain in Shanghai for a short gaol term. It would be better for them if the Court should send them to prison in America, where upon their discharge, they would be among friends and under circumstances with which they were familiar. One of the accused stated that he understood that if they pleaded guilty, they would be sentenced to six months' imprisonment but his Honour sentenced him along with the others as stated.

It will be recalled that on May 23rd, in the Public Gardens at night, B. A. da Cruz and J. da Silva were approached by four sailors. Some conversation followed and an argument, after which the three accused took some money from them. Mr. Max Hirsch, a special constable, passing by summoned assistance by blowing his whistle and the men were arrested. —North China Daily News.

practice at the Junior Bar. His great quality is that he has the "courage of the arena," and, like the Peninsular soldier, does not know when he is beaten.

He and Mr. Pritt, who are both by the way, members of the Labour Party, have, by taking silk, released a great amount of work for the Junior Bar. Who will profit by this? Among the younger men, Mr. Walter Monckton will go far. He is a person of wide interests. He is a fine cricketer and a keen horseman, and was President of the Oxford Union. His practice is correspondingly general in interest. On his table peerage claims jostle with libel and commercial disputes. He is a fine political speaker, but is at present keeping out of politics.

Another very successful young barrister is Mr. Donald Somervell. He practices chiefly in the Commercial Court.

The King's Bench Judge. There can be few positions of greater dignity than that of a King's Bench judge. He has the power of life and death, imposing robes of office, and, after the toil of the Bar, comparative ease. On circuit he is treated with the ceremony usually accorded to royalty, is the first man in the county, and the bells of many a pleasant circuit town ring to announce the opening of his assize. All this helps to compensate for the financial sacrifice which many prominent "leaders" make when they go on the Bench. In the eighteenth century, when £20,000 was fixed as a judge's salary, it was a princely one, but with the decrease in the value of money and present income tax it is not so generous.

What are the qualities most to be treasured in a judge? I do not think brilliance or eloquence or wit or even profound learning would be put first by experienced lawyers. Patience is the essential ingredient to the judicial temperament. Few can guess the strain of listening to the same sort of witness, and the very same counsel conducting the same sort of case year in and year out; and it would seem that robust health were almost essential to ensure patience.

It is not always the most successful advocate who makes the best judge. Lord Blackburn had only an insignificant practice, and would, it is said, gladly have accepted a County Court Judgeship; yet he became one of the greatest, if not the greatest, of judges of Victorian times. —Evening Standard.

5-MONTHS' FIGHT WITH STORMS.

TUG'S VOYAGE TO NEW ZEALAND.

AN EARTHQUAKE WHILE AT LISBON.

AUCKLAND.

The Wanganui Harbour Board's steam tug *Kakanui* has been sailing the high seas for five months in the effort to reach Wanganui, and the little vessel has arrived in port after an arduous and at times tempestuous voyage.

Rough weather occurred during the trip out, and pump trouble developed the day after starting from Greenock. After calling at Peel, Isle of Man, and Fleetwood, the intention was to proceed direct to Gibraltar. When Bardsey Island was reached it was blowing a strong gale and pump trouble was again experienced, so the vessel put back to Holyhead.

A start was again made on November 17th and a strong gale and high seas were encountered, so a call was made at Milford Haven, where further repairs were carried out and the vessel bunkered.

Five days after leaving Milford Haven, with the crew of 14 and a black cat, it was found necessary to put into Lisbon. Matters do not move very quickly there with the Portuguese and the vessel did not get clear until 25 days later. Exit the Black Cats.

The complaint had then been increased by an additional black cat, but, as the luck did not change, both cats were discharged at Malta, and two canaries were bought instead. They sang all the way, but did not change the luck.

While at Lisbon the crew experienced snow and also an earthquake. Snow had not been known there for years. After leaving Lisbon they had an uneventful trip to Gibraltar, where they bunkered and left the following day. Bad weather was then experienced and the vessel made for Bona, in Algeria.

Calla, at Malta and Port Said followed, and Aden was then reached. From there to Colombo was the longest run the vessel had. The distance, 2,100 miles, occupied 311 hours. The chief difficulty was the vessel's coal capacity of only 80 tons. She could have steamed much faster, but it was necessary to conserve the coal between the ports.

With light hearts the crew headed the vessel for Wanganui, but ran into bad weather at the start, and they only got as far as Willoughby Lighthouse, Kangaroo Island, when the tug started to ship heavy seas. It was deemed advisable to run back 20 miles to Eastern Cove for shelter. Another start was made and a strong southerly wind was experienced with a high south-westerly swell. Nothing further happened and the vessel steamed into Wanganui.

When the tug left Glasgow there were hundreds of men willing to make the trip to New Zealand. They were out of work and would travel to the South Pole, they said, if they could get a job.

BAND BOY TRIPLETS.

DUKE OF CONNAUGHT CHATS WITH THEM.

When the Duke of Connaught inspected the 1st Highland Light Infantry, at Aldershot, he showed great interest in the battalion's 13-year-old triplets, Bandboys Percival, Leonard and Ernest High.

These boys, who hold the record as being the only triplets in one unit of the British Army, were introduced to the Duke, who smilingly questioned them.

Percival, who is a few minutes older than his brother, acted as spokesman and told the Duke that they liked the Army very much. It is 94 years since the Duke of Connaught inspected the battalion as their Colonel-in-Chief, owing to the fact that it has been stationed abroad.

Over the mantelpiece in the officers' mess, where the Duke lunched, hang the war-stained colours which, presented in 1784, were lost after the Peninsular War. The Duke was greatly interested in the story of their recovery in 1921 in a Limerick pawnshop.

BLUE FUNNEL LINE

SUMMER CRUISES 1927

To Shanghai, Tsingtan, Wei-Hai-Wei, Taku
(for Tientsin & Peking), Dairen and
return to Hong Kong.

	"ANTERIOR"	"HECTOR"	"AENEAS"
	11,174 tons.	11,198 tons.	10,658 tons.
Leave Hong Kong	July 23rd	Aug. 28th	Sept. 28th
Arrive Shanghai	25th	29th	Oct. 1st
Leave Shanghai	27th	31st	2nd
Arrive Tsingtan	29th	Sept. 2nd	4th
Leave Tsingtan	30th	3rd	5th
Arrive Wei-Hai-Wei	30th	3rd	5th
Leave Wei-Hai-Wei	31st	4th	6th
Arrive Taku	31st	4th	6th
Leave Taku (for Tientsin & Peking)	Aug. 1st	4th	8th
Arrive Dairen	4th	8th	9th
Leave Dairen	5th	9th	10th
Arrive Taku Bar	8th	12th	13th
Leave Taku Bar	9th	13th	14th
Arrive Wei-Hai-Wei	10th	14th	15th
Leave Wei-Hai-Wei	11th	15th	16th
Arrive Tsingtan	11th	15th	16th
Leave Tsingtan	12th	16th	17th
Arrive Shanghai	14th	18th	19th
Leave Shanghai	15th	19th	20th
Arrive Hong Kong	23rd	Oct. 1st	31st

For Further Particulars, Apply to:-

BUTTERFIELD & SWIRE,

AGENTS.

Telephone Central 38.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JULY 19th, 1927.	
B.K. Bank	\$1,060 buy, 1,062½ sell.
Chartered Bank	\$110 nom.
Commerciale Bank, A. & S.	\$101 nom.
Do.	0.123 buy.
P. & O. Bank	\$23 buy.
East Asia Bank	\$205 nom.
Oversea-Chinese	\$230 sel.
China Underwriting	\$180 nom.
North China Ins.	11s. 1½ buy.
Union Insurance	\$274 buy, 270 sel.
Yankee Insurance	\$640 nom.
China Fire Insurance	\$210 buy.
Hong Kong Fire Ins.	\$240 nom.
Donghai	\$23 sel.
Shanghai	\$22 sel.
Hong Kong Tug	\$110 nom.
Indo-China (Freight)	\$14 nom.
Do.	\$16 buy.
Shell Transport	\$3/10 nom.
Star Line	\$12 nom.
Waterworks	\$10 buy.
China Sugars	\$12 sel.
Malayan Sugars	\$12 sel.
Bongda	\$170 buy.
Kailash Mining	\$10 buy.
Langkat (combined)	\$14 nom.
Lo. (single)	11s. 9 nom.
S'hai. Explorations	11s. 3½ nom.
Shanghai Loans	11s. 6½ nom.
Reals	\$4 nom.
Tromoh Mines	19/8 nom.
Ural Caspian	\$3/10 nom.
H.K. & W. Wharves	\$118½ buy.
H.K. & W. Docks	\$32 sel.
Hongkong	11s. 147 buy.
New Engineering	11s. 5½ nom.
Shanghai Docks	11s. 8½ nom.
H.K. & S. Hotels	\$6.90 sel.
H.K. Lands	\$55½ buy.
Hong Kong Realty	\$6 sel.
H.K. Territorial	\$11 nom.
Humphreys Estates	\$124 nom.
Primer's Buildings	\$30 nom.
Kwai Lok	\$14 nom.
Kwai Lok (old)	11s. 7½ nom.
Do.	11s. 147 buy.
China Cottons (old)	11s. 51 sel.
Do.	11s. 25½ nom.
China Trust	11s. 7 buy.
H.K. Tramways	\$4.06 nom.
Pearl (old)	\$15 sel.
Lo. (new)	11s. 9 nom.
Singapore Treasuries	\$109 buy.
Texas	\$110 buy.
Amusements	\$102 buy.
Canton Loan	\$5 nom.
Do. (old)	\$6.90 nom.
Do. (new)	\$1 sel.
China Light (comb.)	\$130 buy.
Do.	11s. 133 sel.
Do. (old)	\$4 nom.
Lo. (new)	\$2½ nom.
China Provident	\$44 buy.
Constructions	\$2.30 sel.
Dairy Farms	\$15 nom.
Der A. Wings	\$8 nom.
H.K. Electric	\$318 sel.
Macao Electric	\$370 buy.
H.K. Hops (old)	\$10 nom.
Do.	(new) \$5 nom.
Lane Crawfords	\$7 sel.
Macintosh	\$104 nom.
Sincors	\$84 nom.
United Asbestos	\$120 nom.
Watsons (old)	\$11 nom.
Wan. Hotels	\$5 nom.
Telephone	\$20 nom.
Ray-trayers	sel. \$110, 11s. 110, 11s. 110, 11s. 110.

EXCHANGE.

CLOSING QUOTATIONS.

July 19th, 1927.	
On London	
Telegraphic Transfer	1/11½
Bank Bills, on demand	1/11 15/16
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months' sight	—
Credit, at 4 months' sight	2/4
Credit, at 6 months' sight	2/0 15/16
Documentary Bills	4
months' sight	2 1/16
On Paris	
Bank Bills, on demand	1,225
Credit, 4 months' sight	1,310
On New York	
Bank Bills, on demand	49½
Credit, at 60 days' sight	50
On Bombay	
Telegraphic Transfer	133½
Bank Bills, on demand	133½
On Calcutta	
Telegraphic Transfer	133½
Bank Bills, on demand	133½
On Shanghai	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On YOKOHAMA	
On demand	102½
On MANILA	
On demand	97½
On SINGAPORE	
On demand	86½
On HATYAI	
On demand	120½
On HAIPHONG	
On demand	nom.
On BANGKOK	
On demand	93½
SOVEREIGN, Bank's Buying rate	\$9.70
Gold Leaf, 100 fine, per tael	26
SILVER, per oz.	26

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Receiv. July 18th.	
Paris	124
New York	6.38 17/32
Brussels	24.90
Geneva	25.25
Amsterdam	12.11 15/16
Milan	59.35
Berlin	20.44
Stockholm	18.12½
Copenhagen	18.15½
Oslo	18.80
Vienne	34.504
Prague	1824
Helsingfors	1924
Madrid	28.43
Lisbon	2.15/32
Athens	387½
Bucharest	310
Rio	5.27/32
Buenos Aires	47.25/32
Bombay	1/64
Yokohama	1/11 15/16
Shanghai	2/7½
Hong Kong	2/8
Silver spot & forward	204

MARTIN'S PILLS

APIOL & STEEL

Sure and certain for all female
complaints. Every lady should
keep a box in the house.
Chemists and Stores sell
them throughout the world.
Proprietors
MARTIN, Chemist, Southampton, England.

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST."

MANILA ROPE FACTORY

ESTABLISHED 1894

ROPE OF ALL SIZES FOR ALL PURPOSES

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.

FACTORIES—MANILA P.I. KING'S BUILDING.
HONG KONG OFFICE: TELEPHONE CENTRAL 3165. (A.P.S.)

GEORGE RECTOR

The famous American Restaurateur once defined "Life" by quoting the American hobo's sum total of daily existence—

"Three squares and a flop"
(i.e. three good meals and a bed)

For the "Three Squares" Come to the
**CAFE
RESTAURANT PARISIEN**

NOW

is the time for a cure by
**HEMOSTYL DU DOCTEUR
ROUSSEL.**

For Anaemia, Weakness, Tuberculosis

Ask your Doctor about it.

Sold by all leading chemists.

SOLE AGENTS:—CIE. OPTORG.

THE NAVY'S CHOICE



PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

PERFUMES

MANUFACTURED BY
RIGAUD, PARIS.

"FLORE DIVINA"

EXCELLENT SCENT.

PRICE: 50 Cts. per bottle

OBTAINABLE FROM

VICENTE ATENZA & CO.

AGENTS.

No. 54, NATHAN ROAD,
KOWLOON.

TEL. K 155

CHINA'S BOY EMPEROR.

I AM NOT GOOD ENOUGH.
NEED FOR A NAPOLEON OR
WELLINGTON.

Huan Tung, or Mr. Henry Pu Yi, as he prefers to be called, the ex-Emperor of China, who is now only twenty-one years of age, recently described in a graphic interview with Mr. C. J. Ketchum, the *Daily Express* special correspondent at Tientsin, the sufferings and confusion of his country in the present civil turmoil.

He sees little hope unless a "Wellington" or a "Napoleon" arises.

Breaks Silence at Last.

The young ex-Emperor of China broke his silence on the political and military problems of his country, which he has maintained for more than the two years since he was driven from his bed in the Imperial Palace at Peking by General Feng Yu Hsiang and forced to take refuge in the British Legation.

He was afterwards brought safely from Peking by his English tutor, and he has lived in exile in the Japanese concession here ever since.

I saw him in the billiard-room in the top storey of an old Chinese restaurant which has been converted for him into a "palace." It is situated in the centre of the former public gardens.

Here the young ex-Emperor resides, his windows overlooking a fountain which springs from an enchanting lotus pond amid an arbour of green foliage and thousands of crimson roses—all alone with his Empress.

Typical Scholar.

He is tall and of an athletic build and much older in appearance than he actually is. He looks a typical Chinese scholar.

He told me that he spent most of his time, studying the Chinese classics and English with his English tutor, and that he devoted hours to the strenuous exercise of Chinese boxing.

The King sat and talked on a black silk divan, with black skull cap set at a jaunty angle, and servants bowed their way in and out of his presence.

"No, no. I never wish to be emperor again," he remarked with a melancholy note in his voice, as he discussed his own position in China.

"It is no sinecure," he said, "but a great responsibility to be an emperor or a king to-day."

"A good emperor or king must be the representative and the father of his people. I am not good enough to be the father of the people of China; not strong enough morally or mentally."

If there should come a time again—and I am sure that it will come, once when we have a united China—that an emperor be called to the throne once more, some one else must go, a greater man than me."

"What do we see? Nothing but maladministration, treachery, bribery, wars. My poor people."

"China is suffering more than anything else to-day from too many rotten generals. I see them everywhere, fighting, advancing, backwards, forwards. Their great armies—what are they for? Not for China, but for themselves, struggling and pushing for their own personal gain."

Chang Tao Lin.

I asked the ex-Emperor his opinion of Chang Tao Lin, the now Peking dictator.

"I don't think too much of him," he replied, with a smile. "He is like all the rest of them, except that he seems to have made a determined stand against the Bolsheviks."

"He has been helpful in this way not only to China, but to the whole world. His dictatorship is important, because it will bring together as one force all the parties in the North, but it must not be forgotten that it will also consolidate swiftly all the factions which are now divided in the South."

(Continued on next column.)

QUEER AND STRANGE COSTUMES.

BAN AGAINST SHORT SKIRTS.
ORDERS BY JAPANESE AT
TIENTSIN.

(Asiatic News Service.)

TIENTSIN, June 29th.

Following the example of the Chinese conservative authorities, who are prohibiting modern Chinese women and girls to wear queer and strange costumes, the Japanese police chief of the Japanese Concession at Tientsin has also issued stringent orders forbidding young Japanese women and girls, residing in North China, to uncover their elbows or legs in the streets. All Japanese females must wear decent dress, when walking in the streets otherwise their fathers or husbands will be held responsible and fined for such offences, reports the *Tung Fung Shih Pao*.

SAIGON RICE MARKET.

NO CHANGE.

The Compagnie de Commerce & de Navigation d'Extrême-Orient, in their report dated Saigon, July 12th, state: Practically no change to report in our market since our last advice. The position regarding Shanghai business remains unchanged and only very few sales have been made on account of the lack of suitable tonnage.

Other markets continue to look on.

The total amount of rice exported from January 1st to June 30th, 1927, is 505,052,593 tons against 509,711,684 tons in 1926.

We quote to-day white Saigon rice No. 1, 25 per cent. round grain: Hong Kong \$7.50 per picul of 134 lbs. f.o.b. Saigon; 13s. 0d. per cwt. f.o.b. Saigon; Yen 8.15 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted: Japan equality: Hong Kong \$7.10 per picul of 134 lbs. f.o.b. Saigon; 12s. 0d. per cwt. f.o.b. Saigon; Yen 7.55 per picul of 134 lbs. f.o.b. Saigon.

For July/August shipment.

"What the effect will be I cannot say, but I believe his is the last resolute stand against the Southerners—the so-called Nationalists. Whether or not he succeeds in his programme depends almost entirely on the measure of assistance he receives from England and Japan."

"Japan, I know, will help him, because she realises that her own interests are threatened. Japan never hesitates to help where her own interests are involved, but England also should come to his assistance."

"She can help with money and in a military way, for without some assistance of this kind Chang Tao Lin, who has remained in power so long only because of the support of the Japanese, can scarcely be expected to hold out against the combined forces of the South which are now pressing northward to bring about his downfall."

Race for Peking.

I asked the ex-Emperor who would reach Peking first. He was quick to reply that in his opinion it would not be Chiang Kai Shek, the dictator of Nanking, but Feng Yu Hsiang, the Christian General.

"It is all such a distressing business," he continued. "I would like so much to go out and help. The ex-Emperor broke off his sentence. 'I feel so badly for my people. If all these armies could only be taken out of the hands of these treacherous generals and come under a Napoleon or Wellington, then I feel the time would come, that I could help.'"

"Meanwhile, as I have said, I wish to travel abroad. I want to go to England. I would go to-morrow had I my own way, but I fear that if I did my action would be misunderstood by my people."

"They might believe that I was running away, that I was leaving my country to its fate in the hour when I might help."

"I must, therefore, wait a little, and then you may expect my wife and myself in your great country."

CHARING CROSS TRUNK CRIME.

ROBINSON SENT FOR TRIAL.
BUS CONDUCTOR AND HIS
PASSENGER.

John Robinson, aged 36, was at Westminster Police Court committed for trial at the Central Criminal Court on the charge of the wilful murder of Mrs. Minnie Alice Bonati, wife of an Italian waiter, whose dismembered body was found in a trunk at Charing Cross Station on May 10th. The crime is alleged to have been committed at offices in Rochester-row, Westminster, which Robinson took as a house and estate agent.

Alfred William Harris, of Knatchbull-road, Camberwell, an omnibus conductor, said that on May 8th, about 8.30, near Kennington Church, a passenger with a rather large black trunk entered the omnibus.

"I endeavoured to place the trunk under the staircase," said Harris, "but found it was too large. I then advised him to take it upstairs, and I helped him half-way up with it."

Harris said he had to go inside to collect fares opposite Rochester-row and the man might easily have got off while he was doing this. When the omnibus stopped at Victoria the man and the trunk had gone.

Woman and a Foker.

Chief-Inspector Cornish, who put in two statements which Robinson is alleged to have made, was cross-examined by Mr. Laurence Vine, defending Robinson.

Inspector Cornish agreed that Robinson did not tally with the description issued by Scotland Yard. He said he knew of the dead woman's mode of life.

Do you know that on three different occasions and at three different addresses this woman tried to commit suicide by coal-gas poisoning?—I have not heard of that before.

I suppose you have not heard either that she attacked Rolls, with whom she lived, with a poker on more than one occasion?—I know they quarrelled, but I did not know that she attacked him with a poker.

Detective-Inspector Steele said that when he visited the rooms used by Robinson he found that a small pane of glass in the window of the inner room was broken. There was a faint smell of gas.

Mrs. Bonati's Hat.

Detective-Sergeant Sharpe said that after Robinson had made his statement on May 23rd he was left in the charge of Sergeant Young and himself. Robinson said: "I forgot to say what I did with her hat. I burnt it in the fireplace at my lodgings. There was nothing in her bag but two fastenings and a man's photograph, which I destroyed."

Later, said Sergeant Sharpe, Robinson said: "There is one thing. If I had not done this she would have been a nuisance to me for the rest of my life."

Mr. Vine: I suggest one of your officers made the last statement, alleged to have been made by Robinson, in a casual way and he agreed to it, saying, "I suppose so."

Sergeant Sharpe: That was not so.

Robinson's Denial.

Mr. Vine submitted that the evidence did not justify the magistrate committing Robinson for trial on the capital charge. There was no evidence at all on the part of the prosecution, he said, which amounted to anything stronger than what he might be allowed to describe as pure medical speculation or conjecture as regards the actual cause of death.

He submitted that the only actual version of what happened on the afternoon when the woman met her death was that given by Robinson himself, when he said that she went for him, he struck at her, and left her lying on the floor.

Mr. Boyd (the magistrate): I consider there is a case for the jury on the charge of wilful murder.

Robinson was then cautioned and was about to say something, but Mr. Vine rose and said: "He only desires to say this, 'I emphatically deny murdering that woman.'"

QUEEN'S SYD CHAPLIN

in
His Super Farce Comedy

"Oh, What a Nurse"

STAR

BEBE ERNEST NOAH
DANIELS TORRANCE BEERY

in
Zane Grey's Thrilling Story

HERITAGE OF THE DESERT

WORLD

WALTER HIERS

in
SIXTY CENTS AN HOUR

60 Years Ago!



DO YOU REALISE
what that means

to you, as a Connoisseur?

What an old Liqueur Brandy is
to ordinary brandy,

**MACKAY'S LIQUEUR
WHISKY**

is to mere whisky.

An Aristocrat among Whiskies!

Flatter the taste of your Guests
by serving this Whisky only.
Linger over it appreciatively.
It well repays your allegiance.

If any difficulty in obtaining supplies
communicate with the
Sole Agents:

BRADLEY & CO., LTD.

Princes Building, Chater Road. Tel. C. 2020.

(A.P.S.)

HIGHER COST OF SONS-IN- LAW.

INDIAN DOWRIES
DOUBLED.

CALCUTTA.

There is an uneasiness on the Hyderabad (Sind) matrimonial stock exchange. Premiums for sons-in-law are going up and the Amil community is perturbed over the rise in prices.

The dowry for a good son-in-law, which used to fluctuate between 2,000 and 10,000 rupees (£200 to £1,000), according to his status and family connections, has now gone up to Rs. 20,000 (£2,000), with auxiliaries such as presents on Hindu festivals.

To arrest this growth and avert a panic, the Amil community of Hyderabad have formed a committee to formulate a plan to deal effectively with the problem.

MOVING AN ELEPHANT.

TRUMPETING & STRUGGLING
IN MID-AIR.

An elephant weighing 4½ tons swung violently in mid-air trumpeting and struggling in terror at Mid-Gleborough docks, while a group of lascars below were engaged in transshipping the great beast on the last stage of her journey from India to the London Zoo.

For a few moments disaster threatened. Then Minnie ceased her struggling, and was safely landed on the quay, head foremost, among a mass of steel girders. The elephant, which stands eight and a-half feet high, had been sent out to India from the Zoo. The ship in which she returned does not come to London, and as the railway company could not handle such an enormous freight, the elephant was transhipped to another British ship, the *Manila*, to complete her trip to the Thames.

WHITE TENNIS SHOES

CANVAS UPPERS. CREPE RUBBER SOLES



A good durable shoe for the man preferring something lighter than Buckskin. The tough canvas is specially made and we can guarantee it for wear. Comfort is assured, because the shoe is made on a correct model. Light, cool and best quality.

\$13.50 per pair
cheaper styles \$8.50.

WE ALLOW 10% DISCOUNT FOR CASH

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

LADIES' HATS

from Bangkok and Manila

and a wide selection of Oriental articles
both Useful and Beautiful
are always on view

Your early inspection is cordially invited.

SWATOW LACE CO., LTD.

21, Queen's Road (Next H. K. H. Garage)

After a warm and tiring day—there is
nothing so refreshing as

OUR TOILET EAU DE COLOGNE.

Very Special Offer \$1.25 per large bottle

Look in at

THE QUEEN'S DISPENSARY,

(Next to Whiteaway, Laidlaw),

22, DES VOEUX ROAD CENTRAL.

Tel. No. C. 492.

WHITEAWAYS

NEW FURNISHINGS

We have just received a large
stock of New Cretonnes, Shadow
Tissues, Jaspé Casements, etc.,
etc. New and exclusive designs.

LOOSE COVERS and CURTAINS.

FIT and WORKMANSHIP GUARANTEED

ESTIMATES GLADLY GIVEN.

CALL AND INSPECT.

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG.

GALLANT BATTLE WITH TYPHOON.

ALARMING EXPERIENCE OF S.S. "TIKANDI."

QUARTERMASTERS WASHED OVERBOARD AND
EUROPEAN OFFICERS INJURED.

"THE TURNING OF THE DRAGON'S TAIL."

Having battled with one of the most severe typhoons experienced on the China coast for a very long time, and during which two Chinese quartermasters were washed overboard and severe injuries sustained by the Chief and Second Officer, the s.s. *Tikandi*, of the Java-China-Japan Line, came into the harbour yesterday morning looking very much the worse for her encounter. When the vessel was about 700 miles from Hong Kong on Friday morning, the typhoon, almost without warning, struck her. A grim battle ensued from six o'clock until well after 10 a.m. The Chinese crew lost their morale and were in a state of panic. They were under the delusion, prompted by an old superstition, that the ferocious monster, the dragon, had turned its tail and the end of the world was near. The *Tikandi* lost all her hatches, her iron railings were twisted and everything lying loose on deck was blown overboard by a tremendous wind, which was estimated at 100 miles per hour.

The s.s. *Tikandi* had left Java for Yokohama and encountered the typhoon on Friday morning when she was about 250 miles east of Balingtang Channel and about 700 miles from Hong Kong. The typhoon was presumably the one which passed near Amoy on Sunday. It struck the ship without warning at 6 a.m. and a fierce battle against a furious wind and roaring waves followed for fully four hours. The European officers heroically held to their posts and it was due to their good seamanship that the vessel was brought safely to Hong Kong. Pandemonium reigned among the Chinese crew, and when the hurricane was at its height, they made themselves scarce and hid below.

What the Wind and Waves Did.

A graphic story was told to our representative yesterday by one of the officers. He said that during the early hours of the morning, the barometer was falling, but as the vessel had received no warning of an approaching typhoon, they thought that it was merely the indication of an area of low pressure. They were in fact taken unawares when the vessel ran into the full force of the typhoon at six o'clock on Friday morning. A heavy sea washed over the bows of the steamer, and assisted by a furious wind, everything on deck was either washed or blown away. Huge tarpaulins soared the air like paper kites. Iron railings were twisted like canes, and the iron work below the bridge was snapped in places. Windows in front of the bridge deck and even the quarter-inch plate glass had been shattered. All the vessel's hatches and the wooden roof on the port side of the bridge deck had been torn away by the fury of the gale. The bridge was also badly buffeted by the waves. On the poop two life boats were smashed to smithereens.

Typhoon Takes its Toll.

While the wind and waves were playing havoc with everything on deck, the chief officer, Mr. Willemse and the second mate, Mr. Veen went out with several members of the crew in an effort to save the hatches. They had to hold on to each other, and at times had to go on all fours to save themselves from being blown overboard. But the typhoon hid its face and with a roar, a tremendous wave loomed up like a mountain, washed right over

the steamer, and carried away two Chinese quartermasters. The Chief Officer was thrown off his feet and the wind and waves dashed him against a winch. He sustained severe injuries, his side being torn open and his hip-bone fractured. He was saved from further injuries by the heroic and prompt action of his colleagues, who rushed out and pulled the unfortunate man to a place of safety.

The second officer Mr. Veen was more fortunate. He was only injured in the forearm and appeared on deck yesterday with this limb in a sling. But Mr. Willemse was at once taken to hospital on his arrival here, and it was for this purpose that the *Tikandi* came into Hong Kong. Five Chinese sailors received injuries at the same time.

"The Tail of the Dragon."

Our representative was told that after the two Chinese quartermasters had been washed overboard and the other five had been injured, they lost their morale, and scattered in all directions refusing to come on deck. He interviewed them, however, and was given "the other side of the story." Their spokesman, a sturdy deck hand, said that the foreign devils were crazy to think that anyone could fight against "the Dragons." "Why, the seas rest on this monster's back, and it gets tired sometime. So whenever the dragon turns its tail, the whole sea tremble and send out mountainous waves which no human power could fight against," gravely said this old salt.

Our representative pointed out that the *Tikandi* had come out of the battle safely and asked him to account for it. "Oh yes," he said, "but remember two lives were sacrificed and then the dragon was pacified."

Cargo Damaged.

The s.s. *Tikandi* was carrying about 8,000 tons of cargo and a large amount of this had been damaged by sea water. When the hatches were torn off, water had poured in and the cargo-holds were flooded. The cargo was mostly sugar and paraffin wax.

The s.s. "Tikandi."

The vessel belongs to the J.C.J.L. fleet and was built in Glasgow by Messrs. R. Duncan & Co. She has a length of 450 feet. Her tonnage is 8,600 tons gross and 5,000 tons net.

The *Tikandi* is going into Taikoo docks for the necessary repairs.

HONG KONG POLICE

RESERVE

[ORDERS BY THE CAPTAIN SUPERINTENDENT.]

The following Police Reserve orders are issued by the Hon. Mr. E. D. O. Wolfe, C.S.P.:

Parades.

The Chinese Company will parade at the Central Police Station Compound at 5.30 p.m. sharp on the following dates for Squad Drill and

Rifle Exercises under Sergt. R. J. Hunt.

Thursday, July 21st.

Drill on both days—Muffin. Members of "A" Squad will wear belt.

The Indian Company will parade at the Central Police Station Compound at 5.30 p.m. sharp on the following dates for Squad Drill under Sergt. R. J. Hunt:

Friday, July 22nd.

Monday, July 25th.

(Sgt.) G. B. HARTFORD, D.S.P. (R.) Adjutant.
Hong Kong, July 19th, 1927.

NORTH OF THE YELLOW RIVER.

IMPORTANCE OF RED AND
YELLOW SPEARS.

WU PEI-FU GAINING NEW
STRENGTH?

PEKING, July 2nd.

I have just had a conversation with two friends who gave me information of the Loyang and Huai-king district, writes a *North-China Daily News* correspondent. They have just come direct from there by rail.

The Taoching and Peking-Hankow Railways north of the Yellow River are all under the Fengtien troops and are operating now almost normally. It is true that the Red Spears have done considerable damage to the Peking-Hankow Railway south of Shuntetu and considerable station property has suffered loss by burning, one station being completely destroyed. The railway bridges are all intact now. For the present there is no fighting between the Fengtien forces and the Red Spears. Considerable local fighting has taken place recently between the Peoples' Societies, viz., the Red Spears, Yellow Spears with the Tienminghui and other societies that have been organized in great numbers within the last year. These local disturbances have taken place recently between the Peoples' Societies in the Chiao-to and Huai-king districts also Linhsien and Tschou.

The Military Tendency.

When these local societies were first organized they were for the purpose of the people protecting themselves against the military, but recently, in order to fight the military, many disbanded soldiers with arms and munitions have been received into these societies so that these societies are fast becoming military in their organization and are making demands for support from the people that started their organization. Some of these leaders are becoming powerful and are taking the opportunity to accumulate wealth as other military men have and are doing.

Honan, north of the Yellow River, has just reaped a good wheat harvest. The yield has been much better than that of recent years and so food is not scarce nor the price of grain high just now. Summer rains have not yet come for the sowing of the autumn millet, beans, and corn, but it is not too late yet.

Wu Pei-fu's New Move.

A great deal is being made now of the new move by Wu Pei-fu. He is gaining strength and making up a new army in the Nanyang area. It is estimated that this will be a danger to the south of the Kuomintang that will have to be reckoned with. It is not many years since Feng Yu-hsiang brought defeat and disaster to the army of Wu Pei-fu in the north when attacking Chang Tso-lin, and it is intimated that perhaps now is an opportune time for Wu Pei-fu to return in kind some of the help he then received. Then there is also the fact that Liu Chen-hua and Chang Chih-kung are still in their old areas and may be ready to turn against the Kuomintang when opportunity comes. They have changed their colours so often that the only way to be sure of them will be to treat them as it is reported Tien Wei-chun has been treated. In any case it is the opinion of our informants that the Kuomintang are not likely to make much of a drive north of the Yellow River. Meantime they are too short of arms and munitions for an immediate drive. The Yellow River bridge is rendered useless, and the bridge parts are in the hands of the Fengtien forces who retreated to the northern bank some time ago.

The present organization of the 1st, 2nd, and 3rd Kuomintang is not of the character that could make a successful drive against a formidable foe.

WU PEI-FU ROUTED BY FENG.

HANKOW, July 12th.

But in actual fact Wu Pei-fu's hopes have again been dashed. According to a Reuter message from Hankow dated July 12th:

Marshal Wu Pei-fu is being pursued by General Feng Yu-hsiang's troops and has been driven from Nanyang (Honan). He has very few followers left. Crossing the Han River Madame Wu attempted to commit suicide by drowning but was rescued. The Marshal's position appears hopeless, as the main portion of his army has deserted him to join Feng.

KAIPING COAL

FOR ALL PURPOSES

HOME,

FACTORY

AND

BUNKERS



POWER

HOUSE,

TUGS &

LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENHSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

CORRESPONDENCE.

CHOPPED NOTES.

[TO THE EDITOR OF "THE HONG KONG DAILY PRESS."]

SIR,—Will you be so kind as to allow me a little space in your valuable paper for the publication of the following:—

Five years ago the compradors of the Mercantile Bank of India in accepting foreign notes from the native banks and money-changers compelled them to chop their notes. This was only so with that bank. After a year the compradors of the Hong Kong and Shanghai Bank did the same; and before two years elapsed all other foreign banks followed suit. Last year the Chinese banks also demanded the chopping of foreign notes.

It is obvious that the native banks and money-changers at first gave way to what they considered a small matter, which gradually spread and in time became a deplorable evil. It goes without saying that they have suffered from, and have long been wishing to get rid of it. In March this year the Bank of Taiwan was suddenly closed for three weeks. Before that the native banks and money-changers sold over \$100,000 worth of notes of the Taiwan Bank, all chopped. During the three weeks when the Bank of Taiwan was closed it was very hard to predict the future of these notes. The native banks and money-changers were in a state of great anxiety, as they were told by men from the banks that the sources of these notes would be traced according to the chops of them. Fortunately the Bank of Taiwan soon opened again; otherwise the responsibility of the native bank and money-changers would be terrible to think of. It was this happening that made them realize their danger. It was this happening that called them to action for the abolition of this unreasonable chopping of notes.

As to protection against forgery, the argument of the compradors is simply begging the question: In every trade there is danger. Quite true. But we must not put on others' shoulders responsibilities which properly belong to ourselves. The money-changer's business is to see that the notes he receives are not forged. But it is the business of compradors of the banks that they should see what they accept are not false.

Thanking you in anticipation—I am, Yours faithfully,

A MONEY-CHANGER.

UNSTAMPED LETTERS.

ALLEGED INFRACTION OF POSTAL REGULATIONS.

A Chinese, who attempted to smuggle 20 unstamped letters out of the Colony, was fined \$100 with the alternative of six weeks' hard labour at the Central Magistracy yesterday.

It was stated that on July 16th a Chinese constable stopped defendant and opened a parcel he was carrying. It contained letters marked "Invoices for cargo" that were intended for Canton. Defendant told the policeman there was no need to stamp the letters since he was taking them himself to Canton.

Defendant was arrested for breaking the postal regulations, and at the police station 10 pieces of bamboo bearing Chinese characters were found in his possession. These were said to be similar to the tickets issued by the registered postal hongs. They were bought from the hongs at \$1 a hundred, and when letters were to be posted, bamboo to the amount of the stamps required would be handed to the hong collector. The postal hongs would then stamp the letters and post them. The postal hongs are for the convenience of Chinese shops at some distance from the Post Office.

A DAY OF PRAYER AND FASTING.

JULY 24th TO BE OBSERVED IN
SHANGHAI CHURCHES.

SPECIAL PRAYER FOR CHINA.

A suggestion that all Christians in Shanghai and elsewhere as far as possible, unite in seeking Divine guidance in meeting a ready response. The leaders in the Union Church, the Cathedral, the Community Church, and the Free Christian Church, are all heartily co-operating, and the matter will come to the attention of other churches, missions, and Christian groupings. Word is being sent to other China centres, to Korea and Japan, and a cable has also gone to America and England.

The idea, as thus far formulated, is to set apart Sunday, July 24th as a Day of Fasting and Prayer. The public services of each church will focus on the thought, groups will gather off and on all day for prayer, Bible study, spiritual conversation, and at least one joint hour of prayer will be held, from 4.30 to 5.30 in the Union Church Hall.

The special subjects suggested are as follows:—

- 1.—Divine guidance for the Governments.
- 2.—That the churches may be loyal to God and the Bible.
- 3.—For China (this is purposely stated broadly).
- 4.—For all men in uniform.
- 5.—For a renaissance of religion.

North-China Daily News.

THE MISSIONS TO SEAMEN.

The following subscriptions to the Missions to Seamen are gratefully acknowledged:—

List No. 1.	
Institution of Engineers and Shipbuilders of Hong Kong	\$500.00
Jardine, Matheson & Co., Ltd.	400.00
Butterfield & Swire	400.00
Hong Kong Football Club	400.00
Canton Insurance Office	200.00
Standard Oil Company of New York	200.00
C.P.O.S., Ltd.	132.68
Hong Kong Land Investment and Agency Co., Ltd.	100.00
P. & O. S.N. Co., Ltd.	100.00
Dodwell & Co., Ltd.	100.00
David Sassoon & Co.	75.00
Gilman & Co., Ltd.	50.00
Vacuum Oil Co.	50.00
Douglas, Laprak & Co.	50.00
Douglas S.S. Co., Ltd.	50.00
Union Waterboat Co., Ltd.	50.00
Gibb, Livingston & Co., Ltd.	50.00
Robert Dollar Co.	25.00
Johnson, Stokes & Master	25.00
Palmer & Turner	25.00
Furness (E.F. East), Ltd.	25.00
Harry Wicking & Co.	25.00
Hong Kong & Shanghai Hotel, Ltd.	25.00
Mr. Eldon Potter	25.00
British-American Tobacco Co.	25.00
Deacon	25.00
J. D. Humphreys & Son	25.00
Bradley & Co., Ltd.	25.00
Williamson & Co.	25.00
Lowe, Bingham & Matthews	25.00
Java-China-Japan Line	25.00
Wilkinson & Grist	20.00
Caldbeck, Macgregor & Co.	20.00
Karsten, Larsen & Co.	10.00
Little, Adams & Wood	10.00
Shewan, Tomes & Co.	10.00
T. E. Griffith, Ltd.	10.00
Mr. B. Lander Lewis	10.00
Mr. L. G. S. Dodwell	10.00
Annual donations and subscriptions will be gladly received by	
Rev. W. T. WATKINS, Chaplain.	
T. G. WALL, Hon. Treasurer.	

SOCIETY OF ST. VINCENT DE PAUL.

The Society of St. Vincent de Paul begs to acknowledge with thanks the following donations:—
Very Rev. Peter Robert \$287.97
H.K. Football Association 200.00

CANTON'S HUGE POLICE FORCE.**BUT NO ORDER OR SECURITY.****"RED" THREAT IN THE NORTHERN DISTRICT.****STRIKERS AFRAID FOR THEIR FUNDS.****[FROM OUR CHINESE CORRESPONDENT.]**

Labour pickets in Fati, opposite Shamoen, have been able the last few days to force the stoppage of work at the Kwong Yick Match Factory and to take possession of the premises. Neither the Police nor the Military cared or could intervene on behalf of the owners. As a result of a labour quarrel in Canton on Monday morning, some 15 men are reported as missing and 14 as wounded.

In addition to the hundreds of detectives and secret service men of the Police and Military in Canton, the Kuomintang Headquarters in the Southern Capital is organizing an honorary detective corps the object of which is to gather information for the arrest of political opponents and agencies found within its jurisdiction.

The General Headquarters of the Cantonese Army assures the public that there has been no fighting lately in the northern districts of Kwangtung and orders the Canton Police to take action if such news is spread. At the same time the pro-Kuomintang Press are reporting that "Reds" are planning an uprising at Yingtak, a northern district along the Canton-Hankow Railway, Kwangtung Section.

There is a fear on the part of the unemployed workers connected with the 1925 anti-British strike in Canton that the Kuomintang leaders will dismiss them gradually without a bonus and then appropriate the \$3,500,000 raised from Canton merchants for their benefit. To guard against this the Canton Branch of the Goldsmiths' Union, many members of which are now idle in Canton, met yesterday afternoon and stated that they would be prepared to resist any unwarranted dismissal.

Shanghai sends a report to Canton that the 200 or more students whom the Kuomintang Party sent to Sun Yat Sen University at Moscow to study Soviet political science and government are to return to South China as "Red" agents. These students were at first supported by Canton public funds which were then under "Red" direction. Since the "anti-Red" campaign funds to students abroad in Moscow have been cut out.

THE ANTI-JAPANESE BOYCOTT.**"REDS" USING IT TO GET BACK TO POWER.**

Japanese goods in Canton go-downs, Chinese or foreign, will not be permitted to leave their storage until the end of the anti-Japanese movement, according to a recent decision of the anti-Japanese Boycott Committee.

There is a suspicion in certain circles that some of the so-called petty leaders of the Red party have gained a certain measure of power in the present anti-Japanese movement, and it is feared that the pickets enforcing the boycott will soon be entirely dominated by them. The pickets will be in charge of three inspectors, who are being paid \$30 monthly each. For the present, there will be two companies of pickets, each with a captain receiving \$20 monthly and three lieutenants, \$18 each monthly. Each picket will be paid \$15 a month. The pickets, however, will depend for their income largely upon the seizure of contraband Japanese goods and they will receive 10 to 30 per cent. of the value of goods as realised by sales under Government auspices.

C.N.C. STRIKE.**OFFICERS DISMISSED.****EVERY ATTEMPT TO BE MADE TO RESUME SAILINGS.****It was stated in Hong Kong on**

Monday that the China Navigation Company had issued notices to their officers and engineers on strike that they might regard themselves as dismissed.

No official confirmation that such notices had been issued was obtainable here, but a *Reuter's* cable to hand from Shanghai now states that such action has been taken.

Of course, when men strike, they automatically dismiss themselves and the issue of the notices referred to must consequently be regarded as a mere formality. When the strike had just commenced some of the Masters of the vessels in Shanghai refused to take their ships from one part of the harbour to another on the instructions of the Company. In this case the refusal to obey orders was regarded as tantamount to resignation from the Company's service and the men concerned were notified to that effect. This led to all officers and engineers leaving the ships unattended both in Shanghai and Hong Kong and to a demand that the Masters concerned should be re-instated before any further discussions relating to the strike took place. How exactly men on strike could be re-instated and allowed to continue on strike was never exactly explained.

Another issue was raised by the fact that the officers of a merchant ship are automatically under a contract to obey the lawful instructions of the owners and a refusal to do so involves penalties. Several officers, we learn asked to sign off, and thus be free of their liabilities under contracts. The Company, however, refused to accede to their requests, and has prepared to keep the initiative in this matter in their own hands.

The issue of the so-called notices of dismissal is, in effect, an announcement by the Company that they have grown tired of the deadlock and now hold themselves entirely free to engage new men whenever and wherever they can find them. Such is borne out by the cable from Shanghai which states, *inter alia*, that the Company is prepared to receive individual applications for return to work. The Shanghai telegram is as follows:—

SHANGHAI, July 19th.

Messrs. Butterfield and Swire state it has been decided to resume the running of every ship as early as possible, using a few non-striking officers with others who are being engaged. The other ships will be laid up. The Company has sent a letter to the strikers terminating their employment on the grounds of their refusal of duty, adding that they are ready to receive individual applications for return to work.

The Guild officials stated they are open to receive representations from the Company, but *sine quo non* is the reinstatement of the three officers dismissed at the commencement of the strike. The officials of the Guild consider that if the deadlock continues for long many officers will leave the China coast for good. *Reuter's*.

A meeting of the Guilds was held last evening to consider the position.

HEALTH OF THE COLONY.**FOUR BRITISH CASES OF ENTERIC LAST WEEK.**

Last week four British and two Chinese cases of enteric fever, three of which ended fatally, were reported. There was one fatality from scarlet fever.

The absence of small-pox cases is certainly a matter for congratulation.

On Monday one case of diphtheria and one of cerebro-spinal fever, both Chinese, were reported.

STRIKE AT AMOY.**STATEMENT BY THE CABLE CO.****WAGES AND CONDITIONS OF SERVICE.**

The following statement, dated Shanghai, July 19th, has been issued by the Great Northern Telegraph Co., Ltd., of Denmark, in connection with the strike of their Chinese employees at Amoy:—

"So much has appeared in the Press, and through other channels, concerning the dispute between the Great Northern Telegraph Company and their striking employees at Amoy that the following statement, representing the Company's point of view *vis-à-vis* the strike, will no doubt be of interest to the public.

"That the Telegraph operators were well paid and otherwise well treated by the Company before the strike will be evident to everyone when the subsequent facts as to the conditions, under which the operators serve the Company, are known, viz:—

Salary.

"Operators are, usually, engaged at the age of 17-19 years, and after 2-3 years as probationers, with pay ranging between \$7.50-\$9.45 per month, they are fully appointed in the Company's service on the following scale of pay, viz:—First 3 years, \$80 per month; after 3 years, \$72 per month; after 6 years, \$84 per month; after 9 years, \$102 per month; after 12 years, \$120 per month; after 15 years, \$138 per month; after 18 years, \$156 per month.

"Gratuities are as a rule paid once every year, the maximum gratuity paid this year in Amoy being \$118.

"Leave of absence. One month is granted fully appointed operators every second year without deduction of salary.

"Sick pay: During absence from duty on account of illness no deduction of salary is made during the first 30 days in 12 consecutive months, whilst to fully appointed employees half salary is paid for a further period of 30 days. This rule is, however, not strictly adhered to by the Company in case of prolonged, *bona fide*, illness, but in such cases full pay, respectively half pay, is granted for much longer periods than those mentioned above.

"Working hours: Only 8½ effective working hours a day are demanded from operators, who besides have one day a week off duty.

"Pension is granted to operators who after a certain number of years are retiring on account of failing health or old age. To give an example, one of the employees recently retired from the Company's services receives a pension of \$93 monthly.

"Not satisfied with such good terms the operators have struck work, thereby breaking their contract by leaving the Company's service without giving the stipulated notice (3 months), and they are now further proving their ungratefulness and disloyalty by trying to harm the Company and the internal and international telegraph service not only at Amoy but also at the Company's other stations in China by attempting to influence the Company's staff there.

Telegraph Messengers.

"Telegraph messengers had their pay raised by the Company last autumn. Seemingly not appreciating this willingness on the part of the Company to better their conditions, the messengers a couple of months ago proffered ten, to a certain extent unreasonable, demands through their Association, instead of submitting their wishes in the proper way, i.e., direct to the Company. As a matter of principle the Company refused to submit to any pressure from outside sources, with the result that the messengers have also struck work, and they are now in co-operation with certain factions preventing the employment of new messengers, thereby causing the telegraphing public, especially the Chinese public, great inconvenience.

"As soon as this obstruction on the part of the old messengers and their associates is ended, either through steps taken by the Chinese authorities or otherwise, new messengers will be engaged by the Company which is prepared to pay liberal monthly wages for an effective 8 hours' working day. Free uniforms will be supplied, half month's pay extra at Chinese New Year be given and reasonable rules laid down in respect of leave of absence, sick pay, etc.

"The Company feels certain that the publication of the above information will deprive the Chinese authorities and the public of all sympathy with the strikers.

DEAL IN CIGARETTES**FAILURE OF CONSIGNMENT TO ARRIVE.****INTERESTING SUMMARY ACTION.**

An interesting action concerning a contract for the delivery of cigarettes, which, it is stated, never arrived, was begun at the Summary Court yesterday before the acting Puisne Judge (Mr. P. Jacks).

The Honest Company of Hong Kong claimed against the China Canadian Commercial Agency, also of Hong Kong, for \$385 which the plaintiffs contended was the balance of a sum deposited by them with the defendants as security on a contract which had been cancelled and under which the deposit was returnable.

Mr. C. A. S. Russ, for the plaintiffs, stated that a contract was entered into on March 10th, 1926, by which the plaintiffs were appointed by the defendants as selling agents in Hong Kong, Macao and South China for Macdonald cigarettes. In consideration of that contract, plaintiffs deposited with the defendants \$1,000 as security.

The contract provided that the selling agents should be supplied by the defendants with at least 50 cases of 10,000 cigarettes every month from three months after signature of the contract and that the deposit should be returned to the plaintiffs on the termination of the contract.

Consignments Arrive But Is Not Delivered.

As no cargo had arrived within a month or so, the plaintiffs wrote to the defendants and were told that it would arrive at a later date. Defendants entered into an undertaking that if no cargo arrived before July 1st the contract should be regarded as cancelled and the deposit should be returned. On May 7th a letter was written by the defendants to the plaintiffs stating that a consignment of cigarettes had arrived, but although the plaintiffs made repeated applications for it, none was forthcoming.

It was understood, said Mr. Russ, that in fact no cargo had actually arrived, but that a letter had been received from Europe stating that it was on its way.

It was then mutually agreed between the plaintiffs and the defendants, said Mr. Russ, that the agreement was cancelled. The defendants commenced repaying the deposit and the amount claimed for was the sum outstanding.

The Defence.

Mr. Russ added that he understood that there were two defences. The first was that the whole of the \$1,000 had been repaid and the second was that a cheque had been accepted by the plaintiffs marked "in entire satisfaction of claim"—this, it was claimed, constituting a stoppage of the defendants from liability for further payments.

Mr. W. B. Hind (for the defence) replied that he was relying on a statement of fact that the whole of this sum had in fact been repaid either in money or in the supply of goods by the defendants to the plaintiffs.

For the defence, it was stated that defendants dealt with a Mr. S. W. Y. Funtun, broker, who they understood to be an agent of the plaintiffs. Defendants received 13 boxes of cigarettes valued at \$35 each box, and on the instructions of Mr. Funtun they were shipped to Macao, and that was the reason plaintiffs did not receive them.

Defendants, paid \$100, it was claimed, in full settlement of the claim, but plaintiffs argued that another payment of \$70 was made after this which showed that this could not have been the final payment.

Plaintiffs further contended that they had had nothing to do with Mr. Funtun, and that if the cigarettes were sent to Macao it was nothing to do with them, and that in any case they should have been notified by defendants that the cigarettes had been despatched there.

Ultimately, the case was adjourned for the evidence to be called as to the activities of Mr. Funtun and the alleged agency.

TRAFFIC COURT CASES.**PASSING A STATIONARY TRAM CAR.****REFUSE BAY SMASH.**

Several cases of public interest were heard before Major C. Willson at the Central Magistracy yesterday morning in connection with traffic offences.

Mr. R. W. Smith, of the Hong Kong Electric Company, was summoned for driving a car past a stationary tram car near No. 2 Police Station, Wanchai.

Asked to plead, defendant asked which way the tram-car was going as there were two sets of rails. Sub-Inspector James said both the tram-car and car were going in a westerly direction at the Praya East.

The defendant replied that the stopping place for the tram cars going West was to the East or North side of No. 2 Police Station. He added that he did not understand how Sub-Inspector James could have seen him, if he was at the door of the Police Station.

His Worship: I don't think that matters. You mustn't pass a stationary tram-car wherever it stops.

Mr. Smith: Supposing I did. I am not admitting that I did pass it, but how could he (Sub-Inspector James) have seen?

Sub-Inspector James went into the witness box and was about to be sworn when the defendant said he admitted passing the tram-car, but said he wished to stress the fact that there were no passengers round the entrance or exit at the time, as they had all got clear. After all, the defendant said, the law is framed for the protection of the passengers and not for the tram-car.

Major Willson fined defendant \$10.

COOLIES WHO DROVE A LORRY.**A \$700 SMASH.**

The sequel to an accident causing \$700 damage to a P.W.D. lorry was heard yesterday when a coolie, who had attempted to drive the vehicle after it had been left unattended for a few minutes by the licensed driver, was charged with driving the lorry without a license, and without the permission of the P.W.D. A second Chinese was charged with aiding and abetting in both cases.

When the second charge was read out, the first defendant asked, "Was it a two-wheeled lorry or had it four wheels." The second defendant said he saw the first man had got himself into a dangerous position with the lorry, so he went to render assistance.

His Worship: And the result of your help was that the lorry ran into a tree.

Giving evidence, the licensed driver, Cheung Fat, employed by the P.W.D., said he drove some coolies to work at Stubbs' Road and then continued to Repulse Bay with six or seven others.

On arriving at Repulse Bay he left the lorry for about five minutes, and on returning saw the first defendant sitting in the driver's seat holding the wheel, with the second defendant sitting beside him. The first man was driving.

Witness signalled to them to stop but they took no notice and the lorry ran against a tree.

Mr. E. Fletcher, mechanical engineer of the P.W.D., said that when he arrived at the scene of the smash he found the lorry badly damaged, the front axle being badly bent, the steering gear broken, radiator damaged, and the crank case smashed. The total damage, he said, was estimated at \$700.

The first defendant was a coolie employed by the P.W.D., but he had no authority to drive the lorry. The second man was not an employee and was not even entitled to be on the lorry.

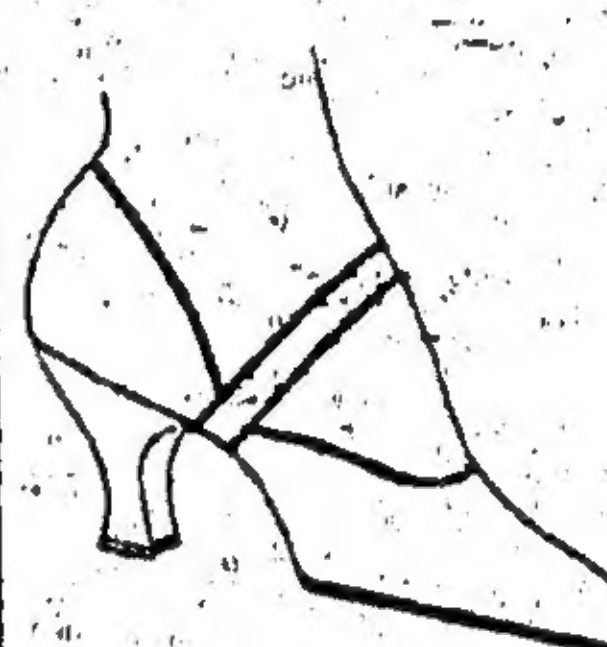
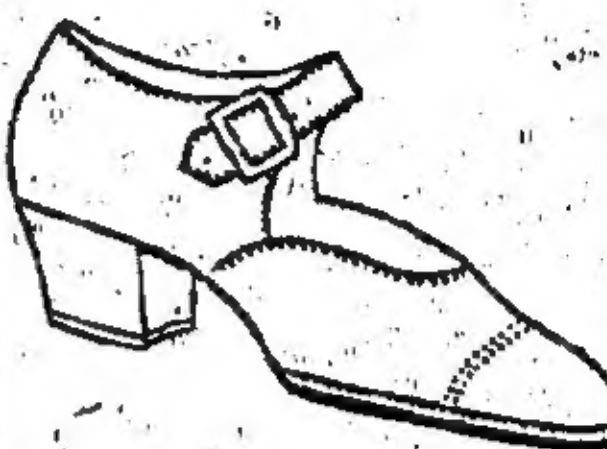
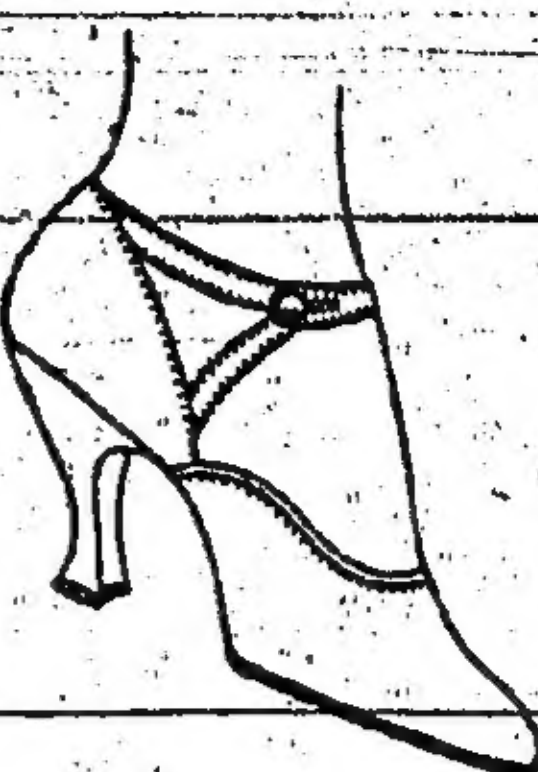
When asked if they had anything to say both the defendants blamed each other, the first man alleging that the second man put the lorry in motion, and the second man saying he had nothing to do with it.

On the first charge, the first defendant was fined \$50 or four weeks, and on the second \$25 or 14 days. The second defendant was fined \$25 on each of the charges of aiding and abetting.

DANGEROUS DRIVING.

A Chinese, who was summoned for driving his motor cycle in a dangerous manner, was stated by Traffic Sergeant Baker to have averaged 25 to 30 m.p.h. from Murray Barracks to Tai Wong Street.

A fine of \$20 was imposed.

SHOES AT \$3.50 PAIR

LANE CRAWFORD'S SHOE SALE STARTS TO-DAY.

OUR WHOLE STOCK IS INCLUDED IN SALE.

LADIES' DEPT.**MEZZANINE FLOOR****EXCHANGE BUILDING.****UNDERWOOD TYPEWRITERS****STANDARD, QUIET AND PORTABLE MODELS****REPAIRS AND MAINTENANCE WORK ARE OUR SPECIALITY.**

KEELOX brand of Typewriter ribbons in air-sealed tins for all standard makes of machines always in stock.

SOLE AGENTS**DODWELL & CO., LTD. TEL. 1030. C.****SOLE AGENTS FOR—RONEO OFFICE APPLIANCES.****SAFE-CABINET SAFES. BURROUGHS ADDING MACHINES.**

The Viva-tonal Columbia

The only Gramophone that is supported by scientific proof.

**Hear it at****THE ANDERSON MUSIC CO., LTD.****St. George's Building.**

NOVELS THAT GLADDEN SUMMER DAYS AT \$3.75 EACH.

P. G. WODEHOUSE:**The Small Bachelor.****"THE PITCHER"****(BIRSTEAD)****A Pinkie And A Fellow****and other Stories.****ERNEST RAYMOND:****Morris In The Dance.****DONN BYRNE:****Brother Saul.****W. B. MAXWELL:****The Case of Bryan York.****COMPTON MACKENZIE:****Hogues And Vagabonds.****HUGH WALPOLE:****Portrait of a Man With Red Hair.****THOMAS BURKE:****The Sun In Splendour.****BEVERLEY NICHOLS:****Crory Favourite.****ANDREW SOUTAR:****Back to Eden.****GENE STRATTON-****PORTER:****The Magic Garden.****WILLIAM LE QUEUX:****The Champloos.****A. H. WEEKES:****The Bowdler Plot.****CHARLES BARRY:****The Witness at The Window****ROBERT KEABLE:****Lighten Our Darkness.****WILLIAM MACLEOD****RAINE:****Judge Col.**

The Bookshop. **KELLY & WALSH, LTD.** Chater Road.

INTIMATIONS.

NOTICE OF REMOVAL.

WE are moving our Office Premises as and from 1st AUGUST, 1927, to PRINCE'S BUILDING, Ground Floor, 1st Floor, Street (next ALMA ANKRA CAFE).

CALDECK MACGREGOR & CO., LIMITED

(Incorporated under the Companies Ordinance of Hong Kong)

THE HONG KONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of TWO DOLLARS Per Share for the 12 months ending 30th June, 1927, will be payable on THURSDAY, AUGUST 4th, on which Date Dividend Warrants may be obtained on application at the Company's Office, 3, Chater Road.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 22nd JULY to WEDNESDAY, the 26th AUGUST (Both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary
Hong Kong, 14th July, 1927. [5123]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. 5/NS 2295 dated Hong Kong, 14th October, 1913, for 5 Shares numbered 142/14627, inclusive, and Certificate No. 5/NS 2296 dated Hong Kong, 14th October, 1913, for 5 Shares numbered 62432 and 34736/34739 inclusive, all registered in the Name of LOI SING KON, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 28th JULY, 1927, New Certificates for the Shares will be issued, and the old Certificates Nos. 5/NS 2295 and 5/NS 2296 will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors,
A. C. HYNES,
Acting Chief Manager
Hong Kong, 29th June, 1927. [5088]

THE KOWLOON MOTOR BUS CO., LTD.

IT IS HEREBY NOTIFIED that the following persons have been appointed to the Office as from JANUARY 1st, 1927:

LOUIE WAI SUN, Managing Director.
LOUIE LEUNG, Treasurer.
SIAM MING FAY, Secretary.
L. G. CHONG, Manager.

No Contracts can be recognized by this Company unless signed by at least Two of its Directors.
All Communications to be addressed to the Secretary.

By Order of the Board of Directors,
SIAM MING FAY,
Secretary
Hong Kong, July 15th, 1927. [5127]

TO LET OFFICES

STEPHENS' BUILDING,
67/69, DES VREUX ROAD
CENTRAL.

PRINCE'S BUILDING,
CHATER ROAD.

APPLY S. J. DAVID & CO.

PRINCE'S BUILDING,
CHATER ROAD.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Comprehensive and Complete Report of the

NEWS OF THE FAR EAST

Is given in the

"HONG KONG WEEKLY PRESS,"

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

30 Cents per Copy.

Subscription, paid in advance—\$12 per annum for delivery in Hong Kong, including Postage to any part of the world—\$15.

INTIMATIONS.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-SIXTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATTHESON & CO., Ltd., Pedder Street, Hong Kong, on MONDAY, the 25th JULY, 1927, at 11.00 A.M. for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th JULY to 8th AUGUST, 1927, Both Days inclusive.

By Order of the Board,
JARDINE, MATTHESON & CO., LTD.
General Managers.
Hong Kong, 24th June, 1927. [5072]

REMINDER.

CHINESE REPUBLIC 5% GOLD DOLLAR BONDS.

HOLDERS who have not already presented their Coupons No. 5, which were due on JULY 15th, are Requested to present them for Payment at the **BANQUE FRANCO-CHINOISE, PRINCE'S BUILDING, 1st FLOOR, STREET**, as early as possible. [5134]

NOTICE.

MONIES up to \$120,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.

Apply: **MISS DEACONS, PRINCE'S BUILDING.**
[5124]

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Apply: **LINSTEAD & DAVIS, ALEXANDRA BUILDING.** [4776]

TO LET.

OFFICES TO LET on 3rd Floor, 1A, CHATER ROAD. Moderate Rental. Apply—P. O. Box No. 611. [5108]

TO LET.

GROUND FLOOR, Three Roomed FLAT in PEAK BUILDINGS, with Bath and Sanitary Conveniences. Apply to: **SPANISH DOMINICAN PROCURATION.** [5081]

WANTED—5/6 Roomed HOUSE. Lease. Mid-levels or near PEAK TRAM preferred.—Apply Box No. 5121, c/o Hong Kong Daily Press. [5121]

ROOMS—Hong Kong, Kowloon, single, double, Flats furnished or unfurnished—Flat for disposal with furniture. House \$20/30,000 wanted. Also 30,000 Sq. ft. land on Peak. **SMALL INVESTORS.** Tel. C. 4630

PREPAID "WANTED" ADVERTISEMENTS.

TO LET—No. 1, KELLETTHOUSE, The PEAK, Four Rooms, Bath, Kitchen, Separate Kitchen, Servants' Quarters, All Modern Conveniences. Apply **MISS DEACONS, PRINCE'S BUILDING.** [528]

TO LET—Living Apartment which may be also combined with Office, conveniently situated, cool, ideal and economical with modern sanitation. **TOP FLOOR, PRINCE'S BUILDING, facing Statue Square.** For further particulars, apply to **SECRETARY OF PRINCE'S BUILDING & LAND CO., LTD.** [529]

ON SALE.

BOUND VOLUMES of the **HONG KONG WEEKLY PRESS**, July to December, 1926.

With INDEX, Price—\$7.50.

On sale at the **HONG KONG DAILY PRESS** Office.

VISITORS TO CANTON Should Purchase.

A BOOK FOR THE GLOBE BROTHERS FROM HONG KONG TO CANTON BY THE PEARL RIVER

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Flags.

Price—\$1.25.

On Sale at

"**HONG KONG DAILY PRESS**" Office.

INTIMATIONS.

WATSON'S PRICKLY HEAT LOTION

An infallible remedy, affords immediate relief and effects a speedy cure.

Prices: 50 cts. and \$1.00 Per Bottle

You will enjoy a Most Refreshing and Luxurious bath by using

WATSON'S Household AMMONIA.

"DULCIPEL"

Keeps the skin fresh, cool and fragrant

Counteracts the effects of perspiration

Exercises a tonic effect on the skin

Prevents and cures "Hong Kong Foot"

A. S. WATSON & CO., LTD.

THE HONG KONG DISPENSARY.

Phone C. 16. [50]

MARRIAGES.

LATON-WRIGHT—On June 18th, 1927, at St. Mary Abbots, Kensington, **GEORGE WRIGHT LATON**, to **VERA ESTELLE WRIGHT**. [5125]

ROY-RODGERS—At Monticelli Parish Church, on July 14th, 1927, by the Rev. H. H. Murray, M.A., J.P., assisted by the Rev. Andrew Campbell, M.A., Crief, **CHARLES BARCLAY**, youngest son of **WILLIAM ROY**, St. Ives, Crief, to **JESSIE SINGHAR**, daughter of **JOHN RODGERS**, China Sugar Refining Company, late of Hong Kong. [5140]

Hong Kong Office: 14, Chater Rd.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JULY 20th, 1927.

SALT GABELLE AND THE CUSTOMS.

It is becoming more and more clear as the days pass that the danger to foreign interests in China arises not so much from military, as from political, activities. There was a time, not so far distant, when many residents here denied themselves into believing that all business troubles would be entirely overcome as soon as one faction gained a sufficiently decisive success to establish itself in power and restore peace to the country. Disorder and constant labour disputes, coupled with anti-foreign feeling, were attributed solely to the unrest created by civil war. There now seems to be little solid ground for this view. The situation today, from the foreigners' point of view, is far more serious than it was twelve months ago and the cessation of war to-morrow would provide no guarantee of any substantial improvement.

Who cares particularly whether CHIANG KAI-SHENG allies himself with CHUNG TAO-LIN or FENG YU-HSIANG or whether the Tupan of Shanxi remains on the fence or takes an active part in the fighting if the result of either one combination or the other will not help to stop the steady undermining of Treaty rights now in progress in all parts of China—North and South alike? The country is divided as it has never been divided before. Practically every Province is a law unto itself, but the multitude of petty military dictators are united in one object—that of securing as much money as possible for themselves. The Nationalists, being the larger party, are simply showing them the way in which revenue can be raised at the expense of trade and the Foreign Powers, with the forces ready to protect their own countrymen, can apparently do nothing but watch and lament the gradual disintegration of organisations upon the building up of which years of labour have been expended.

The Salt Gabelle has to all intents and purposes been destroyed as a security for foreign loans. The fact that the money would never have been lent had not foreign supervision of the salt revenue been agreed upon does not apparently influence the Chinese politician one iota. He has not even the faintest excuse that such supervision represented an infringement of sovereign rights. The establishment of the Salt Gabelle was a purely business arrangement and its repudiation is on all fours with the repudiation of any commercial contract, with this one exception. The breaking of a commercial contract would be followed by an action at law and substantial damages would be awarded the injured party. The agreement on the basis of which the Re-organisation Loan was made has been broken because the Chinese are satisfied that the Foreign Powers will take no action to enforce the rights of the bondholders. The late Dr. SUN YAT-SUN started the ball rolling by dismissing the Salt Collectorate in Canton in May, 1923, and as he was not called to account the disciples followed the Master's example whenever opportunity offered. It was not to be expected that while the Nationalists were putting their hands on this source of revenue other parties would remain inactive. They have been allowed to imagine that they can escape from their obligations without suffering any penalty and the natural result has been the dismissal of the collectorates in practically every province. Credit and honour are words which appear to have no meaning for the Chinese in these days.

Following the Salt Gabelle, what about the Maritime Customs? There are grave fears regarding the future of that organisation. When the salt taxes were first imposed in Canton only a formal protest was made. Now, as is known, many more taxes have been proposed. If the Nationalists are allowed to collect them there is no reason why others should not follow suit. Will the same story be repeated until the authority of the foreign superintendents is entirely undermined and they have simply to wait until the Chinese now in control of affairs find a convenient excuse to dismiss them? It is of little use to argue that the Chinese themselves will, sooner or later, find that this policy will react to their serious detriment and that it would be well to allow them to find out from bitter experience the price they have to pay for their folly. As has been pointed out over and over again the present Chinese leaders appear to care absolutely nothing for the welfare of the country. The fact that they will bring hardship and ruin to thousands weighs nothing with them in comparison with the satisfaction of their own present need. They want money and will obtain it by any means open to them regardless of the consequences to others. The only way to check them is for the Foreign Powers to stand firmly by their Treaty Rights and to let it be known that they will uphold those rights by force if necessary.

Among passengers on the *Empress of Canada* for Manila is Bishop D. T. Huntington.

Two tennis rackets worth \$30 were reported stolen from 8 "A" Block, Military Married Quarters, Kennedy Road.

Another Chinese has been arrested in connection with the Seymour Terrace murder case. This is understood to be the second detention made.

Conductor Cotton, R.A.O.C., had a wallet containing \$93 stolen from his bedroom at the general Sergeant's mess. It was missed at 9 o'clock on Monday morning.

Mrs. Morris, school teacher of the Victoria British School, Causeway Bay, reports that a Chinese visited the school under the pretext of repairing the telephone. After the man left, a table fan was found missing.

Burglars managed to make an entry to a shop at 352, Queen's Road Central, on Monday night by breaking away the iron bars of a window in the kitchen. They stole money and jewellery to the value of \$213.80.

As the result of falling from a ladder while at work in the kitchen, a cook employed at No. 108, Wing Lok Street, was taken to the Government Civil Hospital suffering from injuries to his legs and arms. His condition is not serious.

A meeting of the Portuguese Company of the Hong Kong Volunteer Defence Corps is being held to-day at 5.30 p.m. at the Club Lusitano. The meeting is being called to discuss Company activities and a good attendance is hoped for.

During the rain storm of Sunday night, the Cheungchau Police Station was struck by lightning which caused the fusing of all electric light wires. A live wire fell on the desk in the charge room, but luckily no one was near the place at the time. The Station is in the charge of Sergeant Chester Woods.

After being given \$100 with which to purchase stock for the shop, a customer of a piece-goods store at 130, Canton Road, absconded with the money. He was later arrested, and was charged at the Kowloon Magistracy yesterday morning. On pleading guilty, the man was sentenced to six weeks' hard labour.

Shareholders are reminded that there will be an extraordinary general meeting of the Hong Kong and Kowloon Taxi Cab Co., at No. 35, Des Vaux Road Central, to-day at noon, for the purpose of confirming the resolution passed at a recent extraordinary general meeting of the Company voluntarily to wind it up.

Yim Him Shan, a school mistress living at No. 3, Lyndhurst Terrace, first floor, reports an attempted robbery at her flat on Monday night. Three men came at about 8.15 and knocked at the door saying they had a message. She suspected they were robbers so she called out "thieves," whereupon the men ran down the stairs and escaped.

A Chinese entered a leather goods shop at No. 43, Pottinger Street, and took delivery of eight leather suitcases worth \$115 by false pretences. He was alleged to have represented that they were ordered by a Wanchai shop which usually did a lot of business with the town firm. When a job was later sent to Wanchai to confirm the order, the fraud was discovered.

Some alarm was caused at 6.30 yesterday morning by the collapse of a top floor verandah at No. 33, Queen's Road Central, the premises next door to the Queen's Theatre. Fortunately, no one was hurt and no further damage is expected. The fire brigade were quickly on the scene of the mishap and an elaborate scaffolding was erected during the course of the day in front of the facade in question.

The part-owner of a restaurant in Woosung Street, Yau-mai, who was alleged to have stolen electricity from the three meters on the premises, was charged yesterday. Defendant was said to have tampered with the meters. The Magistrate (Mr. W. Schofield) said he had discharged defendant after a conference with Crown Solicitor. At the last hearing Mr. H. J. Armstrong, for the China Light and Power Company, submitted that defendant had made himself liable for the theft by signing his name on an application for the meters. Mr. G. R. Hayward, for the defence, pointed out that the larceny of the electricity should be brought home to the defendant in the same way as the larceny of any other commodity.

TROOPS TO LEAVE.

THE DURHAMS AND GLOUCESTERS.

FAREWELL ENTERTAINMENT AT SHANGHAI.

A British Wireless message announces that the Home authorities are considering whether the Scots Guards (stationed in this Colony) and the Coldstream Guards (at Shanghai) shall proceed Home via Canada. No date has been mentioned for their departure.

Northern papers to hand state that the sailing for India of the Durhams, the Gloucesters and the remainder of the Indian Brigade has been postponed. They were to have left on Monday this week on the *Karmala*, but this was cancelled, and no other date had been fixed, according to Saturday's *North China Daily News*.

The Battalions (both are the second battalions of the Regiment) were given a farewell on Sunday night at Shanghai, an entertainment being arranged at the Race Club. The entertainment consisted of vaudeville, various side-shows, a shooting gallery and other forms of entertainment—all free to the troops. Tea and other refreshments were served to the soldiers.

OBITUARY.

MR. L. F. PATSTONE.

The death has occurred of Mr. L. F. Patstone, a partner in the firm of Messrs. Wootten and Patstone, architects and civil engineers, and a prominent member of the Shanghai American community.

Mr. Patstone passed away at 8 o'clock last Wednesday night at the Shanghai General Hospital after an illness of about two months.

Deceased had been a resident of Shanghai for several years, going there from Manila, where he was in the employ of the City of Manila as a civil engineer. After going to Shanghai he helped to establish the firm with which he was connected at the time of his death.

Mr. Patstone is survived in Shanghai by his wife, and leaves other relatives in Providence, Rhode Island, where he was born and spent his early years. He was a member of the local Lodge of the Shriners.

MR. JAMES ELLIS.

Shanghai papers also announce the death of Mr. James Jamieson Ellis, for many years connected with the advertising staff of the *China Press*. Mr. Ellis passed away on Tuesday night after a long illness, the result of an attack of scarlet fever from which he suffered many months ago.

Mr. Ellis was well liked in the newspaper industry in Shanghai and many will mourn his loss. He was also fortunate in a large circle of friends in many walks of life in Shanghai. He was only 33 years old, and leaves a wife to whom sincere sympathy is offered.

MORE BAND CONCERTS.

SERIES TO BE GIVEN.

AT KOWLOON DOCK BATHING BEACH.

The bands of the various British regiments now in the Colony are in great demand. We have most of us heard them at the Queen's Theatre, at Service Concerts, at the Cathedral or at Leo Gardens. Now Kowloon is going to have its share of their services.

Over at the Kowloon Docks Bathing Beach every Sunday afternoon from next Sunday until September 16th, residents will be able to hear each band in turn. The Kowloon Dock United Services Club having arranged for a series of concerts to be given there by the bands of the famous British Regiments now in the Colony.

The proceeds of the concerts will go towards a fund for a swimming pool to be held at the beach towards the end of the season, the events to be confined to naval and military units.

The first concert, next Sunday, will be by the Cameronians' Band and the Pipes of the 2nd Battalion, The Scots Guards. On July 31st, the Queen's Royal Regiment's Band will provide the programme, on August 7th the Welch Regiment on August 14th the King's Own Scottish Borderers, on August 21st the Northamptonshire Regiment, and so on until the last concert, to be given on September 16th.

These weekly out-of-doors entertainments should prove very popular. A launch will leave Queen's Pier (Statue Pier) at 4.15 p.m. and will return at 7.30 p.m. Light refreshments are to be provided, and the only charge will be fifty cents per person. Members of R.M. Forces will be allowed to attend free.

LIVING ON SIMPLE FOOD.

WEARING PLAIN CLOTHING.

AND RELYING ON ANCESTORS' BLESSING.

INTERESTING CHINESE WILL.

The following passages occur in the will of a Cantonese merchant, which has just been granted probate, as regards the Hong Kong estate.

The testator says: "On reflection I remember that I have been carrying on business for several tens of years and by living on simple food and wearing plain clothes, and fortunately relying on blessings bestowed upon me by my ancestors I have succeeded to insignificant wealth. Now I am advanced in age, weak in health, and frequently attacked by illness, and I cannot but prepare for the worst, so as to avoid dispute cropping up in the future.

"As the number of my wives and children is great I have therefore left instructions for the distribution of my property and businesses in equal shares and in the event of my death all parties shall have to abide by my will and administer their respective shares.

"You, mothers, sons and brothers should not resist or disobey, thereby incurring the imputation of being unfaithful. After the division has taken place I hope all shall be prosperous and successful, and live harmoniously as brothers always should."

The will in question is that of Au Lo Uk, alias Au Wah Hing, alias Au Chan Sun, alias Au Chi Tai Tong, late of No. 24, Po Wah Street North, Canton, who died there on February 27th, 1926.

Probate has been granted to Au Lau Shi, his widow, temporarily residing at No. 137, Shanghai Street, Yau-mai.

Deceased left net personalty in the Colony amounting to \$3,000, but his estate left in Canton is understood to be considerable.

All the Hong Kong estate is left to his widow the other estates being divided between relatives in equal shares.

\$32,000 ESTATE.

Probate of the will of Yeung Wai Tong, alias Yeung On, alias Yeung Wing Yaw Tong, alias Yeung Lai, alias Yeung Tsing Fai, late of No. 228, Des Vaux Road West, who died on November 13th at San Wai City, Kwong Tung Province, has been granted to his widow, residing at No. 6, Wood Road, Hong Kong.

Deceased left estate valued at \$32,200 in the Colony, and it is all left to his concubine and son.

ANOTHER CHINESE WILL.

Probate of will of Leung Cheong (or Cheung), alias Leung Chun Wah, late of No. 11, Rua da Praia, Macao, merchant, who died on February 4th, 1926, at Macao, has been granted to Leung Fuk, his son, residing at No. 8, Elgin Street, second floor, assistant ship's commander.

Deceased left estate in the Colony amounting to \$16,200.

He directs in his will that the property shall be equally divided between his widow, and the eight sons, when they attain their majority.

LOOKING AT A GAS METER.

MAN WHO PUT IT ON HIS SHOULDER.

A Chinese who attempted to steal a meter from the Gas Works at West Point was sentenced to six weeks' hard labour at the Central Magistracy.

It was stated that prisoner was a casual worker at the Gas Works. He picked up the meter from outside the store room when he thought no one was looking, but was stopped by a fitter as he was walking away with it on his shoulder.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.45 p.m., stated:

The anti-cyclone continues to diminish in intensity.

Depressions remain over N.E. Japan and Tongking. An area of relatively low pressure is indicated in the Pacific to the east of the Philippines.

Forecast: S.E. winds, moderate, fair to showery.

AVERTING A TIENTSIN BUSINESS CRISIS.

THE ARMISTICE BETWEEN NANKING AND PEKING. WHAT PEKING PROPOSES.

FIGHTING CEASING IN SHANTUNG.

WAICHAOPU TO PROTEST AGAINST FOREIGN TROOPS IN TIENTSIN.

The Peking Authorities have prepared a series of proposals for Nanking's consideration in response to the latter's armistice suggestion.

In consequence, fighting has practically ceased in Shantung. The scarcity of silver at Tientsin, caused by its export and embargo at Shanghai, caused Tientsin taels to be quoted at a heavy premium. This threatening a commercial crisis, six British destroyers were despatched from Shanghai with 112 tons of silver.

ALLOCATION OF 150,000 SHANSI TROOPS.

(Wah Tai Yat Pao.)

General Yen's troops, numbering 150,000, are definitely reported to have advanced towards Chihli. 50,000 have been ordered to advance to the Kin-Han Railway; 50,000 to the Peking-Chiuan Railway; while 50,000 remain to defend Shansi.

Shansi troops, under General Hsu Yung Chuen, are advancing towards Shekchong by the Chingling-Tai-yuen Railway.

General Yen's present movement is by no means to be interpreted as this definite action against the Fengtienese but is intended purely to extend his "sphere of influence."

SHANGHAI, July 19th.

Dr. C. C. Wu, when interviewed by a press correspondent, said that Marshal Chiang Kai Shek has not sent a representative to Shantung in response to the Japanese Government's request to inspect the Japanese troops there.

In view of the fact that the Powers concerned have already sent troops to Tientsin in number greater than the Boxer Indemnity Agreement stipulated, the Peking Government has authorised the Weichiaopu to lodge a protest with the Diplomatic Corps.

Peking's Proposals.

At an important meeting in Peking, to which General Chang Hsueh Liang, Han Lung Chuan and Sun Chuen Feng also attended, Marshal Chang Tso Lin put forth a set of proposals for a general armistice between Peking and Nanking.

They are as follows:—

1. The Kuomintang troops should withdraw south of Hanchow.
2. Before the Communistic influence is completely eradicated, Marshal Chang Tso Lin should continue to assume the generalissimo-ship.
3. The Peking and Nanking Governments should form an alliance against the "Reds."
4. After the accomplishment of the "Peking-Nanking Pact," Kuomintang organs will be allowed to be established within Fengtienese jurisdiction.

Fighting in Shantung.

According to a Chinese news agency, Marshal Chiang Kai Shek has issued an order to the Shantung front that the Southerners should stop their military actions, while Marshal Chang Tso Lin has, at the same time, given an order that the Shantung troops should lay down their arms immediately.

As a result of these orders from Peking and Nanking, fighting in Shantung has practically ceased.

Fengtien's Currency Appreciates.

Due to the talk of peace between Chang Tso Lin and Chiang Kai Shek, the Fengpui (Fengtienese notes) formerly quoted at 60 per cent. under par, are rising to an exchange value of a little more than 90 per cent.

FENG YU HSIANG'S ACTIVITIES.

(Wah Tai Yat Pao.)

SHANGHAI, July 19th.

Marshal Feng Yu Hsiang is now at Laoyang, Honan. He is trying to persuade the Hankow leaders not to tolerate the Communistic activities and suggests that those Russian advisers employed by the Hankow Government should be removed to Chengchow, Honan, whence he will escort them to Russia via Urga.

Feng has telegraphed to General Yen Shih Shan, Governor of Shansi, to the effect that he should put forth a definite policy concerning the present political impasse instead of allowing his attitude to hang in the balance.

Feng's vanguard have arrived at Taining, south of Chihli. They have not met with resistance from the Fengtienese.

Another of Feng's force, directed by Sun Liang Shing, claims to have gained successive victories at the Chihli-Honan border and finally reports that the Fengtienese are at Shekchong, at the junction of the Chingling-Tai-yuen and Kin-Han Railways.

Mr. Nan Kwei Hsing, General Yen Shih Shan's representative, in response to the request of Generals Yang Yu Ting, Han Lung Chuan and Chang Hsueh Liang, arrived at Peking on the 17th inst. Mr. Nan, when interviewing Marshal Chang Tso Lin, said that General Yen Shih Shan deeply regretted that Marshal Chang still hesitated to espouse the "Three People's" doctrine.

WHERE IS BORODIN?

CHINESE SOLDIERS' SEARCH.

[NAVY WIRELESS.]

SHANGHAI, July 19th.

The whereabouts of M. Borodin, the Russian adviser, are still very uncertain. It has now been reported that he has arrived at Kuling, but the authorities at Shanghai are quite certain that he has not arrived there.

Chinese soldiers boarded the Chinese steamer, s.s. *Hsu Li*, a vessel of 1,007 tons gross, in search of him this afternoon, but met with no success. The *Hsu Li* was on the point of sailing for Vladivostok when the military held her up in the belief that Borodin was on board.

[THROUGH REUTER'S AGENCY.]

Soviet Steamer Boarded.

SHANGHAI, July 19th.

A party of Nationalist soldiers to-day boarded a Soviet steamer, the *Hsu Li*, and after a thorough search they arrested eight Chinese, one Korean, and six Russian Communists, removing them handcuffed and shackled with leg-irons, to the military headquarters.

A large quantity of documents was seized. One of the Russians who was arrested was formerly a personal adviser to Marshal Chiang Kai Shek.

The Dalbank, raided on July 16th, has been sealed, upon orders from the Shanghai Provisional Court.

(Continued on next column.)

TIENTSIN TAEIS AT SERIOUS PREMIUM.

SIX DESTROYERS SENT NORTH WITH SYCEE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 19th.

Owing to the scarcity of silver, due to the export and embargo at Shanghai, Tientsin taels are at 91 points premium compared with Shanghai taels.

This is threatening a business crisis, to avert which six British destroyers sailed this morning with three and a half million taels of silver to Weihaiwei, where it will be transferred to a coast steamer for Tientsin.

Owing to lack of space the destroyers took ten hours to load the shipment, which weighed 112 tons.

YANGTZE TRADE.

QUESTIONS IN THE COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 19th.

In the House of Commons, replying to Mr. H. W. Looker regarding the conditions of British trade in the Yangtze region, Sir Austen Chamberlain said that arrangements had been made for a further investigation next month of the possibility of a resumption of British residence and trade at Ichang, and when the state of the river was most favourable for an extension of inquiries to Chungking and Changsha.

In the meantime the residential trade situation at the Yangtze ports above Hankow was constantly being watched.

Mr. Looker asked if the British policy under present conditions was to confine all trade in this region to Shanghai.

Sir Austen Chamberlain said that the policy was better defined by saying that the object is to protect British lives in the first instance, and to preserve British trade in the second instance.

[BRITISH WIRELESS SERVICE.]

Unfavourable at Present.

RUSSIA, July 19th.

Sir Austen Chamberlain was asked in the House of Commons about the policy of the British Government in regard to the maintenance of British trade in the Yangtze region, under existing conditions. He replied that arrangements for the return of British residents to Hankow and the lower Yangtze ports had already been stated in the House.

At the end of May, a consular officer was sent to Ichang on a warship, to investigate the possibility of a resumption of British residence and trade at that port, but the officers found conditions there were such as to prevent the immediate reopening of trade, and to render reopening risky and undesirable.

Arrangements had been made for a further investigation next month, when the state of the river would be most favourable for an extension of the investigation to Chungking and Changsha.

Meanwhile, the situation at the Yangtze ports above Hankow was being constantly watched, with a view to ascertaining whether conditions there had so far improved as to render them safe for British residents and trade.

[THROUGH REUTER'S AGENCY.]

Marshal Chiang and Hankow.

SHANGHAI, July 19th.

A wireless report from Hankow states that General Ho Chien's forces are pressing the Hankow Government to arrange an agreement with Marshal Chiang Kai Shek.

While an element of mystery still surrounds M. Borodin's whereabouts, reliable sources at Kiukiang report that he is with General Gallen living at Kuling, the noted summer resort, 90 miles from Kiukiang.

When the Guards go Home.

LONDON, July 19th.

Commander King, in the House of Commons, for the War Office, stated that consideration was being given to a proposal that the two Guards battalions now stationed in China should return home via Canada.

[There are the Scots Guards in Hong Kong and the Coldstream Guards in Shanghai.]

NOTABLE SPANISH AVIATOR KILLED.

MAJOR LORIGA.

FLEW FROM MADRID TO PHILIPPINES LAST YEAR.

[THROUGH REUTER'S AGENCY.]

MADRID, July 19th.

Major Loriga, who last year flew from Madrid to the Philippines has been killed at the aerodrome owing to the crashing of a little French forty horse power aeroplane, in which he was carrying out a trial flight.

The machine recently had been flown from Paris to Madrid by the French aviator, M. Magnard.

THE VIENNA RIOTS.

A MEMORIAL FOR THE FALLEN.

[THROUGH REUTER'S AGENCY.]

VIENNA, July 19th.

The party leaders have conferred regarding the recent disturbances, and it is proposed to bury, on Wednesday, all who were killed, in one grave in the central cemetery, and to erect a memorial stone, the community bearing the cost, and the community also expending £3,000 on behalf of the victims.

It is proposed that the workers should be asked to contribute to wards funds for the widows and orphans.

THE STRIKE OFF.

The trade unions have called off the railway and postal strikes, following a categorical refusal by Dr. Seipel to consider Socialist demands for reconstruction of the Government until the strike terminated, when the demands must be submitted constitutionally to Parliament.

Those who have been arrested include the Communist leader, Pick, who flew from Berlin to Vienna immediately the trouble arose.

Normal Conditions Prevailing.

VIENNA, July 19th.

Business at the Bourse was fully resumed yesterday. Railway services were normal at midnight. The police headquarters announced that 17 demonstrators and two police were killed in the riots.

FRENCH TRADE.

REVENUE RETURNS.

[THROUGH HAVAS AGENCY.]

PARIS, July 19th.

The revenue returns for June totalled 2,803 millions of francs, showing an increase of 979 millions, compared with June of last year and of 92 millions compared with the budget estimate.

The returns for the first six months, totalled 17,841 millions, showing an increase of 4,449 millions, compared with last year and 741 millions, compared with the estimates.

BOMB THROWN AT AMERICAN CONSULATE.

[THROUGH REUTER'S AGENCY.]

PARIS, July 19th.

An unknown person threw a bomb at the American Consulate at Nice. The damage was insignificant.

AMBASSADOR HERRICK'S OPERATION.

[REUTER'S AMERICAN SERVICE.]

CLEVELAND, Ohio, July 19th.

The U.S. Ambassador to France, Mr. Myron T. Herrick, underwent a slight operation yesterday in hospital here. His condition has greatly improved.

VISAS MAY NOW BE ABOLISHED.

BRITISH TRAVELLERS IN GERMANY.

[BRITISH WIRELESS SERVICE.]

RUSSIA, July 19th.

Sir Austen Chamberlain announced in Parliament that negotiations were in progress with the German Government for the abolition of visas for British travellers to Germany.

VOTES FOR WOMEN.

STATEMENT BY THE PRIME MINISTER.

[BRITISH WIRELESS SERVICE.]

RUSSIA, July 19th.

Mr. Baldwin said in the House of Commons that he did not intend to introduce legislation for equalising the franchise as between men and women during the autumn session.

THE LATEST BATTLE IN NICARAGUA.

FURTHER DETAILS OF JOINT ACTION.

LABOUR CONGRESS EXCITED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 19th.

According to latest accounts a hundred Nicaraguans appear to have been killed by the joint forces of the United States Marines and Nicaraguan Constabulary in the course of an attack on Ocotal.

Two hundred more are reported to have been killed by the bombing from aeroplanes which flew directly over Sandino's troops, moving them down with machine-guns.

The incident caused an uproar at the opening session of the Pan-American Federation of the Labour Congress.

KING FUAD IN LANCASHIRE.

INSPECTING COTTON MILLS.

[THROUGH REUTER'S AGENCY.]

MILL LASSES WELCOME HIS MAJESTY.

[THROUGH REUTER'S AGENCY.]

LONDON, July 19th.

After a fortnight's social activities in London, King Fuad of Egypt arrived at Liverpool yesterday and began a tour of Lancashire to-day as the guest of Lord Derby.

His Majesty intended thoroughly to inspect the cotton mills before returning to London.

The mill lasses of Preston hailed His Majesty with waving flags and threw him kisses.

The latter was evidently delighted with his unconventional welcome.

NEW YORK WELCOMES U.S. FLIERS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, July 19th.

Although the official welcome was only due this afternoon, large crowds gathered in the morning to see the anchoring of the s.s. *Leviathan* with Commander Byrd, his companions, and Chamberlain on board, whom the municipality elaborately welcomed.

Dense crowds cheered the airman from Battery Point to the City Hall, their progress being accompanied by a military procession, and a "snowstorm" of torn paper from the skyscrapers.

Unfortunately, murky haze, in which the New Yorkers were sweltering, turned to rain, and many of the spectators went home.

FRENCH COMMUNISTS IGNORE SUMMONS.

[THROUGH REUTER'S AGENCY.]

PARIS, July 19th.

Now that Parliament has gone into recess, the parliamentary immunity enjoyed by the Communist deputies, M. M. Cachin, Marty, and Doriot, has automatically lapsed, and these deputies have been summoned to surrender and undergo the terms of imprisonment to which they were sentenced for seditious propaganda, but hitherto they have not responded.

Cachin and Doriot Arrested.

[REUTER'S AMERICAN SERVICE.]

Ultimately a posse of police arrested Cachin and Doriot at the offices of the newspaper, *Le Humanite*.

SACCO AND VANZETTI.

CONDEMNED MEN HUNGER STRIKE.

[REUTER'S AMERICAN SERVICE.]

BOSTON, July 19th.

Despite denials by officials, there is evidence that the two men who have been sentenced to death, Sacco and Vanzetti, are hunger striking.

Vanzetti to-day refused anything but coffee, and Sacco declined everything. Both declared that they would rather starve than "be killed on false evidence."

LAWN TENNIS.

CANADA DEFEAT CUBA; MEET JAPAN NEXT MONTH.

[THROUGH REUTER'S AGENCY.]

TORONTO, July 19th.

By winning three of the five matches Canada eliminated Cuba in the Davis Cup competition. They now meet Japan at Montreal on August 18th.

THE TRIPARTITE NAVAL CONFERENCE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 19th.

Admiral Jellicoe, who has returned from Geneva owing to the serious illness of his brother, conferred with Mr. Baldwin for an hour. Admiral Beatty was present.

The Anglo-Japanese Agreement.

GENEVA, July 19th.

It is understood that Mr. W. C. Bridgeman is awaiting authority from home before accepting the Anglo-Japanese agreement mentioned yesterday, on the subject of a compromise on cruiser tonnage and armament, which was secretly discussed to-day with the Americans.

12-12-8 Ratio.

According to well-informed circles, both British and Japanese, in London, the basis of the discussions as Geneva is the 12-12-8 ratio for 10,000 ton cruisers, apart from which the total tonnage for smaller cruisers and destroyers was discussed.

Britain at present has fourteen 10,000 ton cruisers built or being built, and one projected, so an agreement on the 12-12-8 ratio would mean that Britain would sacrifice three or four ships.

[THROUGH REUTER'S AGENCY.]

Japan's Naval Authorities and the Agreement.

TOKYO, July 19th.

Although leaving Admiral Saito the free use of his own judgment, it is understood that the Naval authorities have cabled to him approving of the Anglo-Japanese Agreement as a basis but that it is not to be regarded as unalterable.

British-U.S. Delegates Confer.

LATER.

At a private house in the outskirts of the city of Geneva, Mr. Bridgeman submitted to Mr. Gibson the proposed Anglo-Japanese agreement, which Mr. Gibson asked for time to examine carefully.

It is understood that there are two or three fundamental differences between the Anglo-Japanese plan and the American, especially as regards the number of big cruisers, the calibre of guns, and the number of submarines.

Apparently the Americans do not favour the 12-12-8 ratio for 10,000 ton cruisers, and do not regard six-inch guns adequate in the case of the small cruisers.

Private Discussions.

[BRITISH WIRELESS SERVICE.]

RUSSIA, July 19th.

The chiefs of the British, American and Japanese naval delegations, Mr. Bridgeman, Mr. Gibson, and Viscount Ishii, met again at Geneva this morning.

Lord Jellicoe, who has been attending the Naval Limitation Conference, has returned to London, and with Earl Beatty visited Downing Street to-day. The two Admirals had over an hour's conversation with the Premier. Others present included Earl Balfour and Sir Austen Chamberlain.

An official communiqué issued at Geneva states that, following the discussion in the plenary meeting, and acting on a suggestion there made that one of the chief difficulties was to reconcile the views of the British and Japanese delegations, conversations have been proceeding between the three Powers with respect to auxiliary surface craft, with the purpose of bridging these differences.

Progress has been sufficiently encouraging to warrant a further examination of the matter in detail.

Comparative Figures.

Colonel Headlam, for the Admiralty, replying to a question in the House of Commons to-day, gave comparative figures of British capital ships on December 31st, 1913, and July 1st, 1927.

At the former date, 68 battleships were built and 14 were building, while 8 battle-cruisers were built and one was building, a total of 82.

At the latter date, 14 battleships were built and two were building, while four battle-cruisers were built and none was building, a total of 20.

Replying to another question, Colonel Headlam stated that the enormous British merchant ship tonnage lost during the war by the action of enemy cruisers, enemy submarines, mines and other causes, was a total of 7,830,855 tons, and this did not include the merchant ships seized in enemy ports on the outbreak of war.

At the Kowloon Magistracy yesterday morning the case was mentioned in which three men, on Monday were each sentenced at the Criminal Sessions to three years' hard labour on a charge of complicity in an armed robbery, committed at No. 27, Kowloon City Road.

Sub-Inspector Fallon made an application before Mr. W. Schofield yesterday morning for the confiscation of the toy pistol, which was used in the robbery. The order was made.

BIG JAPANESE SMASH.

KAWASAKI'S DOCKYARD TO DISCONTINUE SHIPBUILDING.

NAVY TO COMPLETE WAR SHIPS UNDER CONSTRUCTION.

[THROUGH REUTER'S AGENCY.]

TOKYO, July 19th.

Owing to their inability to obtain the necessary financial support, the management of Kawasaki's Dockyard have been compelled to discontinue their shipbuilding enterprise.

The Navy, therefore, has agreed to overtake and complete the construction of warships, which the Company are now building.

REDUCTION OF CAPITAL.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

An extraordinary general meeting of the China Provident Loan and Mortgage Co., Ltd

Overland "Whippet" Cars.

Unequalled in either Quality or Price.
See them at

THE DURO MOTOR CO., LTD.
132, Nathan Rd., Kowloon,
or Apply

To the Distributors
GILMAN & CO., LTD.,
Hong Kong Bank Building.
Teleph. C. 290.

THE HONG KONG DAILY PRESS, WEDNESDAY, JULY 20th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

The Best Car—Motor Racing For Women. Notes: Local and General.

Overland "Whippet" Cars.

EASY TERMS TO SUIT ALL PURSES.

	4 Cylinder— 15.6 H.P.	6 Cylinder— 21.6 H.P.
3 Seater Tourer.....	G\$ 900	G\$ 1,075
3 Seater Roadster... ..	G\$ 975	G\$ 1,125
5 Seater Coach.....	G\$1,000	G\$ 1,200
5 Seater Sedan (4 door) G\$1,100		G\$ 1,375
5 Seater Brougham... ..	G\$1,150	G\$ 1,325

GILMAN & CO., LTD.
Distributors.
HONG KONG BANK BUILDING.
SHOW ROOM:
DURO MOTOR
CO., LTD.,
NATHAN RD., KOWLOON.

Read this Cable from

MAJOR SEGRAVE To DUNLOP

"Hearty congratulations on wonderful behaviour of tyres during my record run. They are perfect. SEGRAVE"

Major Segrave's Sunbeam Car was fitted with

DUNLOP

WIRED-TYPE TYRES

on Dunlop Standard Detachable Wire Wheels
(well-base rims)

The valuable experience gained by Dunlop experts in manufacturing racing tyres is embodied in the Dunlop Tyres you buy.

LOCAL OFFICE: 16, Des Vœux Road Central.

THE BEST CAR!

ROLLS ROYCES AND THEIR
DURABILITY.

Though Hong Kong cannot claim the familiarity with the lordly Rolls Royce that Bath or Harrogate enjoy, it can at least claim one specimen of the world's best car. This car strange to say, is not the property of some eminent Government official or merchant prince, but a mere hack—it is let out on hire. People who have never known the ecstatic glide of a Rolls are now enabled to sample the smoothest known form of travel. Rolls Royce taxis do not appear to be rarities in England, for I have myself ridden in one on several occasions. There is, of course, the change that the car—perhaps getting on in years—was left at the garage by its owner when he went away and utilized by the garage proprietor to turn a little extra money!

A feature of Hong Kong is the enormous number of six-cylinder cars to be seen. The "six" has made such strides of late that it seems to have left the "four" miles behind; but I am still of the opinion that for a feeling of sheer power, for the throaty roar that proclaims "speed" to the world, the big sporting Crossley and the 30-98 h.h. Vauxhall are unrivalled. Good for 75, 80, or even more on the road, both of them. And then there is the Bentley "four" and the "six" too. Who shall deny that the world produces three finer sporting (or touring) cars than the Vauxhall, the Crossley and the Bentley? To buy such a car in Hong Kong a great deal of money would be required, and there would certainly not be the scope that such a car needs for its powers. Perhaps the Morris or the Austin seven are more suited to the modest needs of Hong Kong! I mentioned last week a car in the Old Country that has endured heavy road work for 18 years; and to-day is still sound, both mechanically and externally. Needless to say, that car was a Rolls. The reliability of the British car is one of its most valuable assets, and it is by no means uncommon to find cars that have been in use for 20 years still in regular service. One of the early Sunbeams, the property of Sir William Forrest, is still used with complete satisfaction to its owner though it was built in 1911.

THE SIX-WHEELER.

The virtues of the six-wheeled lorry both for military and commercial purposes need no explaining to Hong Kong folk, for only a few weeks ago a demonstration was given that left no room at all for doubt. Motor Transport says that the use of this type of vehicle has been encouraged in England by the War Office, and of a £40 subsidy every year for three years to owners of approved types of vehicles of that pattern. Six-wheeled buses are already becoming fairly common in many parts of England, and a number of commercial houses are taking up the type for goods transport. That a subsidiary should be offered, clearly indicates that the Government hopes for something from this type. Perhaps it is to encourage its manufacture on a large scale so that in time of war any number of the vehicles shall be available. For, as we in Hong Kong have already seen, the six-wheeler possesses all the useful attributes of the iron-clad tank. I once heard it whispered that the Government's reason for desiring to popularise the vehicle is that in case of need such numbers as might be required could be commandeered for war service in much the same manner as horses were commandeered—or bought with or without the owner's consent—in the bad old war days. If in our time we should see another great war, the horse will certainly not play a part in it, and his place will have to be taken. No Government could afford to maintain a full war strength fleet of lorries any more than it could maintain its stables full of horses. Yet the material must be at its command when needed.

MOTOR-CAR RACING.

"A SPORT FOR THE ESSEN-
TIALY FEMININE!"

The first French motor race meeting exclusively for women took place at Montlhéry, near Paris. A characteristically French feature of the programme is a "competition for elegance in women's motor costumes." For not even at the wheel of her racer does Parisienne Eve relinquish her vanities.

Even in England, which has a lesser reputation as a home of fashion, the woman motorist may not become a slave to a utilitarian outfit.

"One thing I am afraid of when I'm driving—and that is—getting dirty."

Such is Mrs. George Duller's essentially feminine attitude towards racing motoring. Yet she is admittedly one of the best women drivers in England to-day. Her recent achievements include, besides the best time of the day in the Middlesex Automobile Club hill climbing contest at Brooklands, the winning of the Junior Short Handicap (34 miles) at 72 miles an hour, also at Brooklands.

A Dirt Complex.

"I have a 'complex' about dirt. A racing motorist can keep perfectly clean—except for an occasional spatter of oil on her stockings. There is no real reason for dressing like a mechanic on the track. I love pretty clothes and usually wear, when driving, a wool-let two-piece suit, an ordinary wrap coat, silk stockings, and high-heeled shoes! It sounds unprofessional, but I find it quite adequate."

No "Nerves."

"As for nerves—apart from the dirt bogey—I find they don't worry me. The worst moment of a race is the start."

"At present I feel no nervous strain, however fast I drive—and I touched 120 miles an hour in Parry Thomas's car in 1923. I don't think it is a question of age; strain tells differently in each individual. But when the motorist's nerves do go—no matter whether she is old or young—she should give up driving at once."

Mrs. Duller smiled. Young and delicately built, in her pretty jumper frock of beige crepe de Chine she has a disarming manner of making one think that record breaking at Brooklands is the easiest and most natural thing in the world for a "womanly" woman.

(Continued on next Column.)

HOME PRODUCTS' POPULARITY.

It refreshes me to note that, although Hong Kong does not seem to appreciate British cars as a British colony should do, on every hand there is evidence of the Home Products' increasing popularity the world around. Last March an Australian firm of distributors delivered to its customers for use in the Commonwealth 915 Morris cars. A splendid total for one firm and a record in the annals of the British-Australian motor industry. The India Office recently ordered 30 of the famous Wolseley light six—a significant event, although India has ever been loyal to the British article. This firm is experiencing a steady demand and a flood of inquiries from all over the world.

A long Armstrong Siddeley eight-teen was recently sent by road to Prague for the use of His Majesty's Minister there; and another of the same make has been ordered by His Excellency Baron Van der Goe van Gendt, Dutch Minister in Cairo.

And finally, a Nigerian resident speaks in enthusiastic terms of his 9.30 h.p. Humber, describing it as one of the finest little cars on the market and saying that it has given him excellent service in Nigeria. It has been said that kind hearts are more than coronets, and to a certain extent that can be made to apply to British cars. A heart as true as steel is worth more than the most splendid and imposing exterior.

(Continued on next Column.)

DO YOU KNOW YOU CAN BUY THE FAMOUS CLYNO From £229. 0s. 0d.

FINE ENOUGH EVEN FOR THE FASTIDIOUS, ROBUST ENOUGH FOR THE ROUGHEST USAGE, THIS 11 H.P. OVERSEAS CLYNO IS WITHIN THE REACH OF ALL FAMILIES. IT CAN BE BOUGHT AS CHEAPLY AS £224 FOR THE TWO SEATER AND £229 FOR THE FOUR SEATER.

PRODUCED IN THE CLYNO ENGINEERING WORKS, WHICH FOR OVER A QUARTER OF A CENTURY HAVE BEEN RENOWNED FOR HIGH GRADE CARS.

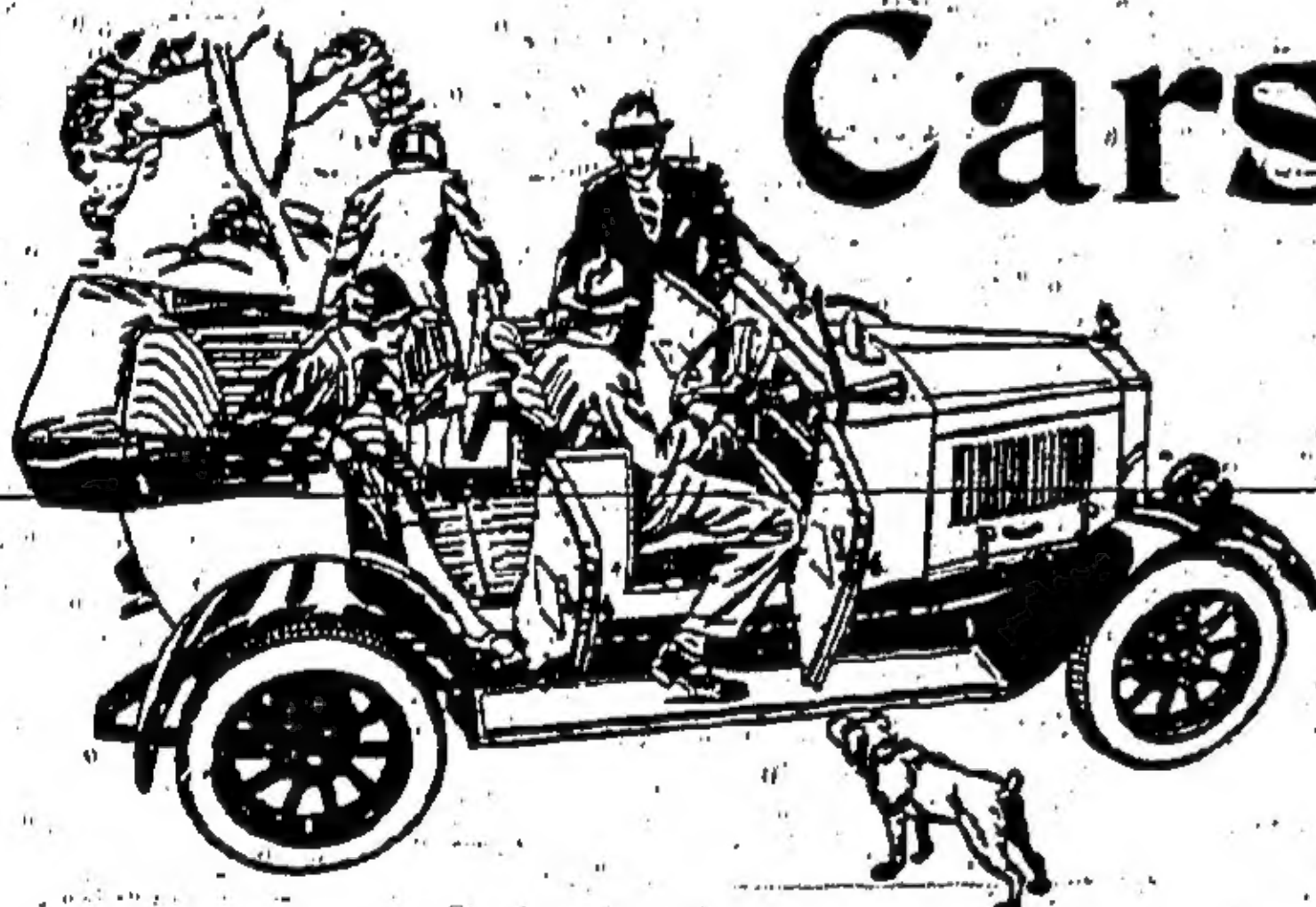
DELIVERY OF THE VARIOUS MODELS CAN NOW BE MADE.

HIRE PURCHASE.
Any CLYNO Car may be obtained for a small sum down and the balance by monthly instalments.

TAKE A TRIAL RUN.
Write for catalogue and permit us to arrange a trial run from your own door.

LANE, CRAWFORD, LTD., SOLE AGENTS.

MORRIS Cars



REDUCED PRICES, BETTER VALUE.

MORRIS-COWLEY 11.9 H.P.		NETT CASH PRICES FOR DELIVERY	
		London	Hong Kong
4 TRACK 8" WHEELBASE			
ROADSTER	2 Seater DICKY	£160	£190
TOURING (4 DOOR)	4 Seater	177	210
COUPE	2 Seater	182	220
SALOON	4 Seater	195	235

MORRIS-OXFORD 13.9 H.P.

4 TRACK 8 1/4" WHEELBASE			
ROADSTER	2 3/4 Seater DICKY	£220	£250
TOURING	4 1/2 Seater	240	270
COUPE	2 3/4 Seater	245	290
SALOON	4 1/2 Seater	265	310
CABRIOLET	4 1/2 Seater	295	340
LANDAUETTE	4 1/2 Seater	325	370

MORRIS-OXFORD 15.9 H.P.

4 1/2 TRACK 8 1/4" WHEELBASE			
TOURING	5 Seater	£260	£295
SALOON	5 Seater	288	335

MORRIS-OXFORD 15.9 H.P.

4 1/2 TRACK 9" WHEELBASE			
TOURING	5 Seater	£325	£365
SALOON	5 Seater	378	435

(All prices include FOUR WHEEL BRAKES)
(and full equipment)

BEFORE YOU PURCHASE ANY CAR INVESTIGATE THE DEALER'S SERVICE AND INSPECT STOCKS OF PARTS CARRIED—COMPARE MORRIS VALUES AND ASK US FOR A DEMONSTRATION.

THE HONG KONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

CAR SALES & SERVICE
ACCESSORIES & PARTS
Phone C. 4789 Phone C. 4602



Cents for oil or
dollars for repairs

SOCONY MOTOR OIL

FOR DIFFERENTIALS USE SOCONY GEAR OIL
STANDARD OIL COMPANY OF NEW YORK

MOTORING NOTES

(CONTD.)
264 MILES AT 67 M.P.H.

THRILLS AND A SPILL IN JUNIOR T.T. MOTOR-CYCLE RACE.

F. W. Dixon, of Middleborough, on a H.R.D. machine won the Junior Tourist Trophy motor-cycling race, over 264 miles of mountain roads, in the Isle of Man. His time was 3 hours, 55 mins. 54 sec.—a speed of 67 miles an hour.

There were 48 competitors, not one rider made a bad start, and the weather and conditions were perfect. The competitors went off at half-minute intervals.

The first circuit saw the retirement of Sulby of one of the Australians, A. Simcock, and it also indicated that there would be a terrific race. W. L. Handley was then the fastest, at over 58 miles an hour.

On the second round Handley beat the Junior lap record, his time being 32 mins. 44 sec., a speed of 63.18 miles an hour.

One of the riders met with a mishap on this lap. F. A. Porter was injured, and received medical attention at Governor's Bridge.

Handley kept his advantage for round after round. At the end of the sixth lap the leaders were:—

W. L. Handley (Rex Acme.), 3 hrs. 55 mins. 54 sec.; F. W. Dixon (H.R.D.), 3 hrs. 56 mins. 17 sec.; J. H. Simpson (A.J.S.), 3 hrs. 56 mins. 54 sec.; H. J. Willis (Velocette), 3 hrs. 57 mins. 35 sec.

The riders had to change their goggles, which were obscured by dead flies, and some were half-blinded by the glare of the sun.

MR. FORD'S NEW CAR.

New York.
Details of the new Ford car which will shortly replace the 15,000,000 odd "divers" turned out from the Detroit factories in the last twenty years are published here to-day. The new car, which will be available within a few months, will be sturdier and larger than their famous "Tin

(Continued on next column).

DESERT MOTOR CYCLING.

A REMARKABLE JOURNEY.

Paris.
Three motor-cyclists who have made one of the most venturesome Sahara expeditions on record are now on their way to Paris from Dakar. They are Lieut. Bruneteau and a wireless operator, Gimie (both Frenchmen), and Lieut. Weerens (of Belgium), who, relying entirely on their own resources, crossed the desert from Oran to Timbuctoo on motor-cycles. Often they found themselves in the greatest peril owing to the intense heat, the shortage of water, and the difficulties of the country they had to traverse.

One occasion, when they were about eighty miles from the nearest post, Lieut. Weerens collapsed, but after being dosed with three tablets of kola he made an effort to continue with his companions. But soon he collapsed again, and, lying in a sandy hollow, begged his friends to go on and get water for him.

Throughout the afternoon Bruneteau and Gimie, without either water or tools in case of a breakdown, struggled on until they too collapsed and slept. On waking they were hardly able to stagger to their machines. The water-holys for which they aimed proved to be dry, and perforce they had to push on further, eventually reaching Tabancourt in a semi-conscious state. Here they arranged for a rescue party to go in search of Weerens, who was brought in by a camel patrol four days later. Banquets have been arranged in honour of the three adventurers, both in Paris and Liege.

Litric predecessors, and will be built in six models, ranging in price from £20 for a touring car, to £28 for a four-door sedan and coupé, f.o.b. Detroit. The new models will be luxuriously equipped with a self-starter, five wire wheels, speedometer, oil and petrol gauges, a dash-light, shock-absorbers, and four-wheel brakes. The new four-cylinder engine, rated at 34 h.p., is guaranteed to drive the car at 60 miles an hour, and will run for 35 miles on a gallon of petrol. Transmission will be by means of a standard gearshift, with three speeds forward and one in reverse.

The strength demanded by overseas conditions

cannot be attained except by the use of the very finest possible materials, and it is just because only such materials are employed throughout the entire range of Austin Cars, irrespective of their price, that Austins are so well known to-day in every part of the world.

Even the most luxurious of Austin Cars is by no means prohibitive in price, whilst the "Seven" models are so inexpensive as to be within the easy reach of almost anyone. They are beautifully finished and the very essence of reliability, ready for tens—and sometimes hundreds—of thousands of miles under the most arduous conditions.

And not the least of their many merits is their decided economy in running and maintenance.

Austin

CARS

Full particulars of this famous car can be had on enquiry from the Agents:

ALEX. ROSS & CO.

Prince Building, 2nd Floor, and 1a, Chater Road.
Telephone C. 27. C. 2487.

HSUCHOWFU NOT YET RECAPTURED.

NORTHERN ARMY PREPARING FOR DRIVE.

OPTIMISM PREVALENT IN SHANTUNG.

Tsinanfu, July 13th.

The following article in the *North China Daily News* on the military situation in Shantung has a very considerable bearing upon the sudden wish of the Nationalist Army to come to terms with the Northerners.

As often happens, an Army most unreliable and unsatisfactory air foreign soil becomes altogether different when facing invaders of its homeland. Our contemporary's correspondent writes as follows:—

Apparently the announcement that Hsuehchowfu had been captured was premature. On the other hand it is now admitted that there is a withdrawal movement at the front on the Tientsin-Pukow Railway, though it is stated that a renewed advance will be launched in the next few days.

The military authorities appear confident and state that they expect to occupy Hsuehchowfu within a week. Of the three armoured trains now on the southern front one is undergoing repairs at Tsinanfu and two, recalled from the Pukow line for the purpose of assisting in the suppression of rebels near Tsingtao, are still at Weihai. It is expected that in a few days they will be proceeding again to Yenchow to assist in the new drive.

It is announced that Marshal Sun's rebellious troops at Kiochao will be reorganized and immediately transferred to the Tsinpu Line, and ten trains have been ordered on the Kaoli Railway to transport them.

General Chu Yu Pu has been at Weihai for some days. Two trainloads of his guards passed Tsinan yesterday, proceeding to Weihai, and, though it has not been announced, it would appear as if Chu were taking over command of positions vacated by Marshal Sun.

Sun Chuan Fang's main forces are stationed at Tia. There are no indications that his troops have been in actual contact with the enemy, but the local newspapers report that his 22nd Division has gone south to Yenchow, to take up a position between there and Feihai.

Southern Reverse?

According to the local Chinese Press the Northern general, Fan Yang Chang despatched a messenger from Ichow, in south-eastern Shantung, who arrived at Tsinanfu yesterday by motor, went to Kaomi and reported to headquarters that the Southern forces had been entirely cleared of Southerners and that after 20 days' fighting in Eastern Shantung, the Southerners retreated on July 10th to Tancheng and Maichow. He claims that the Southerners had three divisions, in the field, losing 4,000 killed and 1,000 captured. This may be taken for what it is worth.

Three Southern spies were executed last night.

The general feeling of optimism is in decided contrast to the pessimism of two weeks. Many anticipate that the whole of Shantung will be recovered soon. Provincial notes are somewhat stronger.

ILL-TREATMENT OF IMBECILE CHILD.

A mother's brutal treatment of her imbecile child was described yesterday at the Central Magistracy upon two Chinese women of 3, Yuk Ming Street, West Point, were charged with ill-treating a 14-year-old girl. The child, who was said to have bumps on her head, was found in chains by the police. One of the defendants admitted chaining the child at the request of her mother.

The defendants were remanded in bail of \$50 until July 29th.

SLAND'RING BRITISH TROOPS.

WOMAN JUDGE'S VENEMOUS LIES.

At a meeting at Shanghai last Tuesday a number of organizations, including several Chinese women's leagues, the Shanghai-Chinese Bar Association, the Chinese General Chamber of Commerce, etc., etc., gathered together to hear a speech by Miss Soumi Cheng, LL.D., chief judge and acting chief procurator of the Shanghai District Court.

In the course of a lengthy address, this lady, who studied in France and is considered to be one of the leaders of the Chinese women's movement, said that the Chinese as a whole, and the womenfolk especially, were most indignant and angered over the ill-treatment of Chinese women by the British troops, who committed all sorts of atrocities under the cloak and protection of extraterritoriality and unequal treaties. They could not expect any other judgment in the recent law case but they would not rest until the offender had been punished. They would send out telegrams to the whole world denouncing the British and enumerating the crimes which had been committed by the British forces so that everybody could know how angry they were. They must fight until the unequal treaties are cancelled and extraterritoriality is abolished.

It was then decided to demand the withdrawal of the British troops and to ask Miss Cheng to draft a protest and the telegram she referred to in her speech. A delegation was appointed to call upon the Nanking Nationalist Government to press their demands and the Kuomintang promised to see that the railway authorities gave the delegates free passes for the trip.—*North China Daily News.*

ANOTHER BRILLIANT PIANIST.

BENNO MOISEWITSCH TO COME HERE.

Yesterday the announcement was made that M. Leo Podolski, the distinguished Russian pianist, and his partner, Mme. Vera Mirova, are to give one performance in Hong Kong at the Queen's Theatre, on Monday, August 6th.

Following this comes the news that about the same time there will be in Hong Kong another celebrated pianist, namely the world-famous Benno Moisewitsch, who is to give recitals at the Theatre Royal on Saturday, August 6th, and Monday, August 8th.

Moisewitsch, who is famous in the music world, was born at Odessa, Russia, on February 22nd, 1860, his birthday being on the same day as that of Chopin. His education was begun at the Imperial Musical Academy, Odessa, under Professor D. D. Klonoff, and he won the stipendiary prize of Rubenstein, the great pianist who was also Joseph Schumann's teacher, at the age of nine, later going to Vienna to study under Leschetizky. His American debut occurred in Carnegie Hall, New York, a few seasons ago.

He is a pianist of much brilliance, power and passion, and is always given an enthusiastic reception wherever and wherever he appears, so that undoubtedly there will be packed houses when he comes to this Colony.

NORWAY'S NEED OF WHEAT.

INCREASE OF TRADE IN CANADA.

Winnipeg.
Norway is becoming increasingly a customer of Canada, according to Mr. Margie Killen, of the firm of Albert Killen and Co., of Oslo, grain and flour buyers, who is in Canada to purchase supplies.

Every year his country bought between 450,000 and 600,000 tons of wheat, rye flour, and barley from Canada and the United States, he said. The Norwegians liked the quality of Canada's flour, and were buying in larger quantities yearly. Canada's gain was Russia's loss, as the European countries were turning more and more to Canada for their supplies of grain food because of the lack of Russian production. Norway was a cash customer and all she asked was reasonable prices. Before the war not a ton of rye had been bought in Canada, but trade had grown in the past few years. Norway wanted Canada's fresh flour also.

FOR THE SERVICES.

CONCERT AND DANCE AT MOUNT AUSTIN TONIGHT.

USUAL FRIDAY NIGHT SHOW AT "CHEER O."

The usual Tuesday night concert was given at the "Cheer O" Y.M.C.A., Chater Road, last evening, and proved most successful being extremely well attended. At the "Better Ole" Y.M.C.A., Kowloon, there was a whist drive.

Particulars of the events arranged at the Naval and Military Y.M.C.A. for this week were published yesterday.

In addition to the concert at the "Better Ole" tonight by the "Revellers' Concert Party," and the whist drive at the "Cheer O," there has now been arranged an extra event. This is a concert and dance at Mount Austin Barracks Cinema. The concert will be contributed by the Concert Party of H.M.S. *Wharri* and will last from 7.45 p.m. until 10 p.m. From then until midnight there will be dancing.

CHARGE OF RESISTING SEARCH.

COUNTER-ALLEGATIONS AGAINST POLICE SERGEANT.

P. S. Lai, of 5, Arbuthnot Road, again appeared at the Central Magistracy yesterday, on charges of refusing search and resisting the police. Lai stated that he was formerly an interpreter in the employ of Mr. G. K. Hall Britton.

Defendant stated that on June 8th rehearsals for an entertainment to be given at an old people's home were in progress at 590, Queen's Road Central, and that he had been sent out by his mother to obtain some European clothes for one of the performers. As he was returning to the house he heard a shout and was spun round by a hand upon his shoulder. He said in English "What's up?" and the sergeant smacked his face, at the same time saying "You think you are smart to speak English." The sergeant caught his arms and pushed him against a wall. He asked to be allowed to obtain some money for bail, but was not allowed to do so.

No attempt was made to search him. The sergeant forced him to the ground and knelt on his chest, and while he was in this position his mother arrived. She asked in English what the matter was, and was told to "shut up" or she would be arrested for interfering.

Witness continued that he made no resistance on the way to the police station. He denied the statements attributed to him by the Sergeant. After an hour's detention at the police station he was allowed bail in the sum of \$50.

His aunt asked to use the telephone at the police station, but was not allowed to do so. Later Mr. Hall Britton came in response to a call, and witness showed him the mark upon his face.

The defendant's evidence was corroborated by a man named Chan Lai Chai.

The Magistrate (Major C. Willson) adjourned the case until Monday.

HOMES LOST BY 24 PEOPLE.

BOY'S DASH TO SAVE A RABBIT.

PAIGINTON (Devon).
Nine old thatched houses in Winner Street, Paiginton, were destroyed by a fire, and twenty-four people have been rendered homeless.

A policeman who saw smoke and flames coming from between the thatched roof and a chimney-stack of a house gave the alarm, and although neighbouring fire brigades were quickly on the scene the fire had by then gained a good hold. A strong wind fanned the flames. When the fire was at its height a seven-year-old boy rushed into the smoke and flames to rescue his pet rabbit. He emerged singed and blackened, but carrying his rabbit.

GERMANY TO-DAY.

GETTING BACK TO NORMAL.

MASSES WORKING BECAUSE THEY HAVE TO.

[BY G. C. LAWRENCE.]

Berlin.
Within the next three months Germany will be discovered afresh by at least a hundred thousand foreigners. Like the swallows, they are just beginning. They arrive in twos and threes, each party bringing news of others on the way. Soon the summer invasion will be in full swing.

They come mostly from America and England, and, knowing nothing of the country, they all get the same impression.

To one, however, who knew Germany before the war, and has visited it several times since the Armistice, the picture painted by the bird of passage who mistakes Berlin for Germany, and the Adlon Hotel for Berlin, is not altogether satisfactory. It lacks conviction. It is told by too many people in exactly the same form of words. And it does not fit in with all the facts.

The general story is, of course, that Germany is a nation at work. A nation which, having recognised that only by hard work is the destruction of war to be made good, is striving with might and main to repair the damage. And in contrast with the country of the man who is retelling the story, Germany is a shining example of a nation which has learned a hard lesson in a hard school, and is patriotically putting it into practice.

Frankly, I don't believe it. The German is not working for the good of his country any more than the Briton or the American. He is working because he has to, probably not so well as before the war, but almost certainly no better and no worse than his opposite member in England or the United States. Ask a German employer of labour about that mythical German worker straining to set his country on its feet again. He will name the same words as would the English industrialist. And he would probably say that the eight hours' day was ruining the Republic. Then ask the German worker what he thinks about things, and he'll tell you at once, without even mentioning the Fatherland and its troubles, that he doesn't get enough money!

Helped by British Coal Strike.

No. The story that Germany is a nation of super-patriots toiling day and night for the salvation of the State won't wash. Germany, in fact, is much more human than was sometimes supposed.

That Germany is a nation at work, I do not for a moment deny. But, then, they were even more at work when I was there in 1922 and 1923, for they had no unemployment in those days, and then the story we believed, thanks to the unimpeachable testimony of the aforementioned bird of passage, was a very different one!

As I see it, Germany is a country which, after a period of bewildering following on a revolution, is steadily returning to normal, and in the process is losing that interest for the foreign observer which she certainly had during the inflation period when things were all topsy-turvy. We have helped in the recovery more and better than we knew. The coal strike of last year was just what Germany required to set her on her feet, and set her on her feet it did. Markets which in the ordinary way are inaccessible to her were flung open.

Orders poured in. Prosperity and real prosperity, not the fictitious kind which the feverish buying during the slump of the mark seemed to denote—set in. It has remained ever since.

Not, of course, that Germany is a land flowing with milk and honey. It is not. It has a serious unemployment list, returned according to what we call at home the live register at about a million, but according to unofficial estimates at over a million and three-quarters. It is the more serious in a sense, in that it has come later and more suddenly than at home. Germany to-day is no longer a country of these strange and understandable contrasts which one saw a very few years ago. You know where you are with your money. The mark is a shilling all the time. Gone are the days when to possess a Treasury note was to possess a million, and to cash a cheque for 210 meant a taxi, if not a gas-technician to carry away the change.

Prices, I find, are very similar to those ruling at home. Some things may be slightly dearer, some slightly cheaper. Taken all round, however, you get practically the same value in Germany as in Britain.

(Continued on next column.)

TRAINING FOR FILM WORK.

BRITISH FIRMS' JOINT SCHEME.

DIRECTORS FROM THE UNIVERSITIES.

A scheme for co-operative action

on the part of practically the whole of the British film-producing firms towards the training of new film directors, technical staff and actors, and for arranging co-operative use of material and mutual interchange of staff has been arrived at. This step, which is likely to play an extremely effective part in increasing the efficiency and output of British films, has been taken by the Film Group of the Federation of British Industries, to which almost all the film-producing companies belong.

It is considered that the present available resources are sufficient to meet the requirements during the first year or two after the Cinematograph Films Bill becomes law, but that in order to create British films not merely in sufficient numbers but of satisfactory quality after that steps must be taken to mobilise the technical and artistic talent latent in England.

With this end in view the Federation of British Industries have approached educational institutes, including the appointments boards of the universities, with a view to arranging for candidates for employment as learners in film direction, editing, and scenario writing to be taken into the industry.

Specialised Work.

At the same time a famous centre of dramatic instruction has been asked to consider establishing special classes for instruction in film acting, which would be available only for suitable candidates.

Institutions in London suitable for giving instruction in photography and dark-room work are being approached with a view to arranging specialised classes in cinematography.

All branches of film work are highly specialised, and some such responsible plan for training personnel in the various departments should be invaluable.

At the same time all the film producers belonging to the F.B.I. group have agreed to establish a clearing-house of information which will notify members when skilled staff becomes available on termination of employment at any particular studio, and to form a library of tests and sample shots of film actors of all degrees of proficiency to be maintained at the offices of the F.B.I. and kept up to date voluntarily by members.

Through the same clearing-house method, sets (film scenery) and material of all kinds actually available at the present time in the studios of British film producers will be listed, and it is hoped to effect a scheme for establishing a central store for surplus material whence it can be hired or purchased.

Politics and Sport.

What is being discussed in Germany to-day? I asked several people this question. Politics to a slight extent; sport to a greater extent; but most of all private affairs, was the reply. And so I found it. Politics are not nearly so thrilling in Germany as at home, and the German has not yet accustomed himself to his new political power and responsibilities.

Sport, of course, has given him a new interest altogether in life, and he watches with keen concern the fate of his representatives in international contests. But, primarily, it is his daily task and common round which concerns him in his home and in his club.

Some there are, of course, who talk international politics with great fluency, who insist that a solution will some day have to be found to the Danzig question; who lament the continued occupation of the Rhineland by 80,000 French troops. And no doubt these are questions of real importance and real concern to large numbers of people. But for the most part, unless they concern them directly, they leave them to others to discuss. And some day they will be settled.

Friendly to England.

Towards Great Britain there is everywhere the greatest cordiality. For Great Britain is the country more than any other on which the new Germany is modelling herself—sometimes, as in the work and cult, with the strangest results. Towards America there is almost equal goodwill, and even towards France there is much less of the acute hostility which was one of the most disturbing signs of the times in the days following the Treaty of Versailles.

It is good to visit Germany again for a short while if only to realise afresh that her capital is within an easy twenty-four hours' journey—eight or nine if you fly—of our own, and that her people in so many ways are so similar to our own. If the peace of Europe depends on the increased intercourse of the peoples of the countries of which it is composed, the more we visit Germany and encourage Germans to visit us the better it will be for both nations.

TOWN OF DECAY.

BATUM'S DILAPIDATED PALACES.

WHERE ONLY WINE IS CHEAP.

Before the revolution Batum was a prosperous and fashionable little holiday resort. It is beautifully situated near the south-eastern corner of the Black Sea, and many of the aristocracy of South Russia and the Caucasus had summer residences there.

To-day the beautiful situation naturally remains, but all the fashion and most of the prosperity have gone; the summer palaces are either dismal communal houses or dilapidated beyond repair. The streets in the town are untended; grass pushes its way between the rough cobble-stones with which they are laid; and the meager roads are lined by muddy trenches full of evil-smelling stagnant water. There is a plague of flies in the streets and in the houses and clustering thickly over food exposed for sale in restaurants and shops. The public gardens are now uncared-for and overgrown with rank grass.

No Money for Repairs.

There is no brightness in the houses, for the abolition of private property has made pride of ownership impossible. Fine gateways are rusty and broken, and almost every wall is defaced with the scars left by fallen plaster; for tenants, holding the houses communally, have no incentive to repair them and the State or town cannot afford to.

Here and there—for the mistake has been recognised—property is being restored to its owners, but the task of repairing it is beyond the power of their crippled resources.

The best—and practically the only—hotel in Batum is uncomfortable and indecently dear. The restaurant is run by a council of waiters, and though they are very pleasant, good-humoured fellows their waiting is incredibly slow and haphazard. And the prices are designed to give every man what would be a fair profit for the whole: 10 kopecks for a slice of bread, 60 kopecks for a very small pat of butter, 40 kopecks for about a dessert-spoonful of jam—a kopeck, at the official rate of exchange, being worth a farthing.

But wine is cheap, even in this hotel, and in the small taverns which abound in Batum Georgian wines cost from 60 kopecks to one rouble 40 a bottle, while in the bazaar brandy sells at two or two and a half roubles a quart—four or five shillings at the bank rate of exchange. Vodka is still cheaper, and much more unpleasant.

Luggage-Carrying Forbidden.

Green-capped members of the Political Police—the old Cheka renamed and redressed—are very numerous, though their precise duties are difficult to ascertain.

I came into unpleasant contact with one of them just before leaving for Constantinople. I had carried a suitcase aboard the Italian steamer which makes a fortnightly call at Batum and was going to retrieve another bag from the quay when a horse about stopped me. The Green-cap watching the gangway was incomprehensibly excited about something, and when I went on my way he ran clumsily after me, indicating by a tap on my shoulder and a second tap on the butt of his revolver that I should stay where I was.

I protested as vigorously as the appearance of the revolver suggested was discreet, and he called to three of his comrades who happened to be passing. Between them, in broken French and German, they explained that it was forbidden for travellers to carry their own luggage, since workmen were provided for that purpose.

Whereupon they summoned a porter and directed me what to pay him for the service I had not required.

SOCIETY BRIDE'S TROUSSEAU.

SEQUEL IN THE COURTS.

JUDGMENT FOR DEFENDANTS: BUT A DEBT OF HONOUR.

There were many entertaining passages during the hearing of a King's Bench action, before Mr. Justice Talbot, in which one of the points raised was the question of the liability of a Society bride's father to pay for her wedding trousseau.

Norah Crampton, a firm of Court dress-makers, of Brook-street, W., sued Mrs. Glen Kidston, wife of Lieut. C. P. Glen Kidston, of Upper Belgrave-street, S.W.1, and her father, Mr. Edward Rowland Soames, of Chester-square.

Judgment was given for Mr. Soames, with costs, and for Mrs. Kidston without costs.

Mr. Holman Gregory, K.C., for the plaintiff, said the case was a sequel to a marriage which was described two years ago as a "society marriage," and which took place at St. Margaret's Church, Westminster.

The total bill amounted to £419, and the goods supplied were for the wedding of Mrs. Glen Kidston in 1925.

Only a portion of the cost had been paid, and when those legal proceedings were begun the father prepared an affidavit that his daughter was under age when she gave the order.

The father was made a party because the plaintiffs discovered that he had given this daughter authority to buy her trousseau, and he said he had limited it to £250.

Mr. Gregory said he would ask the Court to say that the father was liable; and, if he was not, that his daughter was liable, because under the circumstances the goods were necessities for her. He was instructed that Mr. Soames was a director of companies.

In the spring or early summer of 1925 his daughter was about to marry Mr. Glen Kidston, who was the son of a lady of title, and his sister was the wife of Lord Darnley.

The plaintiffs were told that it was intended to have a marriage of some importance at St. Margaret's Church. The bride-elect, Miss Nancy Soames, was introduced to the plaintiffs by her uncle in July, 1925, and she then bought an afternoon gown and a hat, and discussed the trousseau.

In August, Miss Nancy Soames and her mother, Mrs. Soames, attended at plaintiffs' premises, and discussed what the garments should be; and saw the models fresh from Paris. Goods were then ordered to the amount of £419. There was no dispute as to the amount.

The wedding, which took place in November, 1925, was fully described in the Society papers, and a great deal was made of illustrations of the wedding dress and other garments. The goods also included bridesmaids' dresses.

The plaintiffs received a letter from the bride, then in Paris, sending a cheque for £50 thanking them for what they had done, adding:—

"Will you please send in the account for my wedding dress, train, and cap to Daddy. I will pay for the veil and all the rest."

The account for the wedding dress, at £51 7s. 6d., was accordingly sent to Mr. Soames and paid. When, however, he was applied to for the rest of the account he pleaded that he was not liable, though he and his wife approved all the goods and were present at the wedding.

He also pleaded that his liability was limited only to the wedding dress.

"An Advantageous Marriage." The marriage was an advantageous one, said Mr. Holman Gregory, dealing with the question whether the goods ordered were necessities or not, and it was necessary that Miss Soames should be properly equipped for it.

Miss Norah M. Crampton, a partner of the plaintiff firm, said that she had great experience of weddings, and the goods supplied were necessary for the marriage under the circumstances in which Mrs. Glen Kidston was married, and were by no means extravagant.

wholly Well Off.

Mrs. Nancy Marie Glen Kidston, giving evidence, said that when she was luncheon with her uncle Miss Crampton came up and spoke to them, and her uncle introduced her to Miss Crampton.

Her uncle told Miss Crampton that his niece was engaged and that her husband would be "awfully well off."

She and her uncle went to Miss Crampton's shop and she saw a dress which she liked very much and she bought it.

Her father stated he would give her £250 for everything for her trousseau.

Counsel (examining).—You have many dresses?—Ever so many.

—Heaps of frocks.

Do you consider the dresses ordered from the plaintiff were really necessary?—No. They were not really. (Laughter.)

You had plenty of other things of your own?—Thousands. (Laughter.)

Mr. Justice Talbot.—Oh!

Mrs. Glen Kidston.—I mean I had heaps of frocks. (Laughter.)

Mrs. Glen Kidston explained that her dress allowance before her engagement was £125 per year, and she also had a French maid who made dresses for her at home. Her father paid £250 for things she had ordered at shops in Shaftesbury-avenue and elsewhere. In some cases the money was paid direct, and in other instances by cheque.

Mr. O'Hagan.—Was the price of the goods you bought in Shaftesbury-avenue cheaper than the goods plaintiffs supplied?—Yes.

"Shaftesbury-avenue is different from Brook-street," was Mr. Holman Gregory's comment.

Mr. Holman Gregory (cross-examining).—Is not your husband a very rich man?—No, he is not a very rich man.

Boat that Disappeared.

It all depends on the standard you set on what a rich man is? Does he own racing motor-boats, for instance?—He has none at all now. He had one, but it disappeared a month ago.

Is your husband a son of Lady Windham and he has a sister, Lady Darnley?—Yes.

You anticipated a nice wedding at St. Margaret's?—Of course I did. (Laughter.)

I see in the newspapers an account of your gowns and those of your bridesmaids, and they were described as medieval gowns?—Yes.

I gather from your letters that while you had not got round the world for a honeymoon you went over a great part of the world with your husband?—Yes; he had been ill and was ordered abroad.

Ascot Week Romance.

Mrs. Glen Kidston said that she became engaged on the first day of Ascot week, 1925.

Mr. Gregory.—To meet your relations in law you wanted to be nicely dressed?

Mrs. Glen Kidston (indignant).—I have always been very nicely dressed. (Laughter.)

Did you buy £300 worth of goods for your trousseau?—I am afraid that I have still got them and I am trying to wear them out.

I say you are wrong in saying the trousseau came to £300?—I have not added it up.

Answering Mr. Henn Collins (re-examining), Mrs. Glen Kidston said her husband had a racing motor boat.

"We were out on the sea in it," she said, "and it sank."

The Father's "Limit."

Mr. Edward Roland Soames, father of Mrs. Glen Kidston, said that, after considering his financial position, he told his daughter what limit she could go for her wedding trousseau—namely, £250, plus the wedding dress.

He never authorised her to pledge his credit. When he received the plaintiffs' account he went and saw Miss Crampton, and asked:—

"What do you mean by sending in this bill to me?"

Miss Crampton replied: "It is all Nancy's fault," and added that she had sent the bill to Nancy (Mrs. Kidston), her husband, and then Mr. Soames.

Mr. Soames added that he expressed disapproval of Miss Crampton's giving his daughter credit without approaching him, and he repudiated all liability for debt.

"Fantastic Tales of Riches." Cross-examined by Mr. Holman Gregory, Mr. Soames said that he thought it was a very suitable marriage for his daughter.

At the time of the marriage he heard fantastic tales as to the riches of his future son-in-law. He was not consulted in the matter of the wedding's taking place at St. Margaret's Church.

A girl friend of his daughter was being married at the same time and apparently they tied with one another.

THE "MASTERFUL LOVER."

CHARGES AGAINST GIRL IN BREACH SUIT.

JUDGE'S CRITICISM.

In the High Court case in which Miss Winifred Genzoni, of Rockley-road, West Kensington, W., sued Mr. Charles John Leach, of Findon-road, Shepherd's Bush, W., for damages for alleged breach of promise of marriage, plaintiff also claimed the return of an engagement ring valued at £13 15s. and the sum of 30s. which she had spent on framing two pictures belonging to Mr. Leach.

Appearing for Miss Genzoni, Mr. Eric Dance said the parties met in June 1923. They rapidly became old affectionate terms and in the same month Mr. Leach wrote addressing Miss Genzoni as "Dearest Peggy" and saying:—

"I must confess I love you. If you go out with me for good, dear, I shall expect you to make me acquainted with people for I shall be jealous of you."

In September 1924 they bought an engagement ring valued at £13 15s., and it was agreed that Mr. Leach should keep it until Christmas, when they would become definitely engaged.

Later, said Mr. Dance, Mr. Leach's affections seemed to have cooled. He talked a great deal about a girl he had met at a party. On December 29th they went out together and Mr. Leach suggested that she should let him have the engagement ring as a token of her trust in him. As she demurred he took it off her finger and promised to return it on the following Thursday. But he did not keep the appointment. He wrote expressing regret, concluding the letter "Yours fraternally, Charlie." Miss Genzoni, added Mr. Dance, was so horrified that she fainted.

A Feminine Trait.

Miss Genzoni, in her evidence, denied that she was of uneven temper. If she did get out of temper with him it was because he was so hard to please and always wanted his own way because he was masterful. She did not like him to go to parties without her.

Mr. Justice Swift: She would be very different from other women if she did not mind. (Laughter.)

Miss Genzoni alleged that Mr. Leach did nothing less than steal her engagement ring, for he caught her unawares and slipped the ring off her finger and refused to give it back.

In the witness-box, Mr. Leach, an engineer's draughtsman, aged 24, alleged that the day after he had been remonstrated with by Miss Genzoni over a certain matter, he gave him her ring, saying: "Take your ring back. You are not the only pebble on the beach. You are a rotter and a cad. Like all other men." He accepted that as breaking off the engagement and walked away.

Commenting in his summing up, on certain allegations made by Mr. Leach about the character of Miss Genzoni, Mr. Justice Swift told the jury that they might wish to consider the way in which the defence had been conducted in that respect when they were dealing with the damages—if any—that the plaintiff should have. It was a terrible thing for a woman to have to stand in the witness-box to face such charges made against her for the first time.

The jury awarded Miss Genzoni £30 6s. 6d. damages, including the value of the ring, and judgment was entered accordingly with costs.

THE JUDGMENT.

Giving judgment, Mr. Justice Talbot said that whatever one might think of the judiciousness, prudence and conduct of the plaintiffs, one could not help approaching the matter with a considerable amount of sympathy for them.

They undoubtedly did supply the goods, and he had heard no suggestion that these were not excellent things of their kind, or that the prices were not reasonable.

But Mrs. Kidston had had the use and enjoyment of the goods, and she certainly, as a matter of honour, ought to pay for them. He had not to deal with the position of honour or morality, however, but of law.

The question was whether Mrs. Kidston was her father's agent in buying the goods.

"Keeping It Dark."

The judge said he had no doubt that she told the truth when she said that she ran up the bills without much reflection, keeping it dark both from her father and her mother.

It had not been proved that Mrs. Kidston acted as her father's agent, and that being so, the plaintiffs failed against him to discharge the burden of proof on them. They also failed to establish the liability of Mrs. Kidston, who was still an infant.

If Mrs. Kidston and her husband, added his lordship, "find themselves in a position to pay for the goods, or as much as they can, so far as I can see they are bound in honour to do so."

There must be judgment for Mrs. Soames, with costs, and for Mrs. Kidston without costs.

"SOBER ENGLAND."

LORD DAWSON ON PROHIBITION TYRANNY.

DECLINE OF DRINKING.

A spirited vindication of England's reputation in the matter of sobriety by Lord Dawson of Penn was a feature of the adjourned discussion in the House of Lords on the Liquor (Popular Control) Bill.

Of the alternative solutions of the drink problem which the promoters would submit to local option in England, Lord Dawson selected prohibition, or "no licence," as his chief target for attack. In this matter he declared there "was a serious danger of the temperance reformers themselves proving the chief obstacles to reform. The 'accursed thing,' as this section perished in regard to alcohol, had become part and parcel of the life of all civilised people. Those countries which had tried to prohibit it had at any rate only succeeded in producing more drinking amongst the young of both sexes."

Lord Dawson referred scornfully to the obsolete aims of the reformers, and in pleading for a new outlook on the drink question produced statistical evidence in support of his belief that the nation was growing more temperate. We had, he said, less drunkenness now than America. In one big restaurant three-quarters of the people were found to be drinking no alcohol; and only one-fourth of the remainder drank whisky or port. Among young soldiers drunkenness had practically vanished. The fact that we were becoming, as a nation, steadily more sober he attributed to improved housing, the widening of popular interests, less of the open air, and above all, the growing knowledge of physical culture.

Lectures on the importance of outdoor exercise and good food were more beneficial than fanatical sermons on this and that "evil." Progress on our present lines, indeed, would do more in ten years for temperance than the restrictions contemplated by the bill.

Right reverend supporters of the bill, a little discomforted at this wholehearted criticism of the country's sobriety, had later to listen to an outspoken critic from their own ranks. They were told by the Bishop of Durham that they had no monopoly of concern for public morals, and, moreover, that the bill on which they built their hopes was based on false principles, was obsolete in method, unequal in working, and unfavourable to improvement.

Even an unfriendly Government front bench treated the bill more considerately. The Earl of Onslow, gently but firmly told the promoters of the bill that the Government, while it respected their motives, could not commit itself to their methods. It was not going just now to reopen all the complications of licensing reform, being far from convinced that local option, at any rate, had so far justified itself in practice as to merit extension.

The Bishop of London put in a good word for the bill, which will enable him to contemplate more equally the future struggles of this nation in competition with our "dry" rivals across the Atlantic. But his lordship did protest emphatically against the Bishop of Durham's characteristic conviction that because all his brethren differed from him they necessarily labelled themselves fanatics.

The debate will be resumed at a later date.

DOOM OF PROHIBITION IN AMERICA.

New York. In an article published in Mr. Hearst's newspapers Major Green, former Chief United States Prohibition Investigator, and at the same time an ardent prohibitionist, declares that prohibition has failed, and predicts that the general consumption of liquor will continue, law or no law. The last few months, he says, have seen a stupendous mobilisation of anti-prohibition sentiment and a great increase in the volume and availability of boot-leg liquor, as well as an obvious slackening in the enforcement effort and moral. According to Mr. Green, liquor has come back to stay, and people must soon determine whether they will continue to drink unwholesome, unstandardised, raw, and dirty poisonous spirits, or legalise the manufacture of beverages such as wines and beers with a small alcoholic content. A stubborn minority, Mr. Green says, will always prevent the repeal of the Eighteenth Constitutional Amendment, and therefore spirits will always be legally barred in this country. The only way out, he says, is to permit the Eighteenth Amendment to die and get Congress to authorise individual States to declare what constitutes an "intoxicating beverage." Prohibition has defeated the very things it was designed to accomplish, Mr. Green says, and any change must be better, because nothing could be worse than the present conditions of law defiance, hypocrisy, criminality, and corruption.

NEW LONDON DOCK.

THAMES IRONWORKS SITE.

TRANSFORMATION SCHEME.

An enterprise which it is hoped will lead to a great development of the Port of London, and to the employment of large numbers of men, was inaugurated on June 21st.

The site of a once famous ship-building yard, the Thames Ironworks, Silvertown, which has been derelict for some years, has been leased by Messrs. Samuel Instone, Ltd., and is to be transformed into a vast dock.

It will be equipped with "up-to-date" wharves, warehouses, and transit sheds, and will be linked by railway connections with all parts of the United Kingdom over the London and North-Eastern Railway system.

To Become Hive of Industry.

The inauguration ceremony was performed by Sir Samuel Instone, who turned the first spit. The site comprises over twenty acres, and operations were to start soon. Work will thereby be provided for a large number of hands, and the undertaking will also be of great benefit to the East-end in the way of employing labour permanently when opened. It is hoped to complete the constructional work by October.

A lease for a number of years has been taken by Messrs. S. Instone & Co., Ltd., steamship owners, colliery proprietors, and coal exporters. An agreement has been entered into with the London and North-Eastern Railway for work in co-operation, cargoes to be transferred direct from ships to railway wagons. The metamorphosis of the site, which has been derelict for some years, will be a valuable asset to the Port of London. No efforts were spared by the late Mr. Arnold Hills to make the old works a success, but owing to competition from northern yards it became necessary eventually to abandon them. The last ship built there was H.M.S. Thunderer.

As Messrs. Instone's headquarters a press representative was given the following statement:—

"Sir Samuel Instone visited the site this afternoon with a number of officials of the London and North-Eastern Railway, and work starts to-morrow. Negotiations have been carried on during the past year, and the London and North-Eastern Railway is to co-operate very closely with us. To-morrow what has been an eyesore of idleness will become a hive of industry, and we hope to be through with the work of constructing docks, wharves, etc., with direct rail connections, etc., with direct rail connections, etc., by October. A large number of men will be employed in order to expedite the work, and others will be required on completion. We shall be able to berth vessels of all sizes, principally, but not exclusively, our own, and the enterprise must help greatly in the development of the Port of London. The advantages of ship-to-truck transport will appeal to consignors of cargoes in all parts of the world, and we expect accommodation will be utilised to its utmost capacity. Some sheds, cranes, etc., will be adapted, but there is a great deal of new work, and everything will be on the most modern lines, all the equipment being the best known for the purpose. New work will include additional permanent way for railway traffic. It is intended, of course, to use the docks, etc., for general cargoes."

RACE OF HUNTERS.

WORK WITH AUSTRALIAN "BLACKS."

"Our object is to teach the Australian aboriginals common-sense Christianity and to keep them away from the influence of the wrong kind of white people who ruined their forefathers," said Rev. V. H. Sherwin, who is spending a holiday at Gosport, Hampshire, after 14 years in Australia, nine of which he spent with the blacks of the little-known Kimberley district of West Australia.

He repudiated the suggestion that the Australian aboriginal is devoid of intelligence and fine instincts, pointing out that, under missionary guidance, the Forrest River natives have shown remarkable aptitude for cotton-growing and cattle-raising. They are a race of hunters, warlike, at times amongst themselves, but respectful and tractable to white men who treat them properly. Cotton grown by them took seventh prize at the Wembley exhibition.

Even in Australia, Mr. Sherwin declares the aboriginals are despised and misunderstood, and well intentioned whites have been responsible for the downfall of many of them.

On the Forrest River mission station, they retain their own tribal customs, and are forbidden to wear clothes.

"Wishy-washy Christianity" will never get anywhere with them," he added, "and we do not intend to make them half-baked Europeans."

ATLANTIC MOTOR-BOAT.

A 30-HOUR SCHEME.

PARIS.

Dreams of more rapid communication between New York and Europe are not confined to aviation projects, for it is revealed that Etienne Bugatti, the French motor manufacturer, is now at work on a motor-boat which he believes will make the voyage between Brest and New York in fifty hours. His boat, of 2,400 h.p., is to do the trip at a speed which may reach eighty-seven miles an hour. So far as power is concerned, the designer is quite satisfied that such express ocean crossings can be achieved, but there are still certain problems to be solved concerning the navigation of a craft at so high a speed in turbulent seas.

M. Bugatti's boat, which is 115ft. long, with a beam of only a little over 8ft., is designed to carry a crew of eight men, in addition to the fuel required for the whole trip and a light cargo of mails. It has eight engines, two of which can be reversed. In appearance the vessel is not unlike a submarine, and it has, in fact, been designed so that it can remain submerged for short periods, when, for instance, the surface is too rough for so small a craft. During such periods air will be drawn in through a tall chimney by means of a turbine engine, while a second turbine will drive out impure air. In addition to a rudder, the boat is provided with small elevating planes, the object of which is to take off a certain amount of weight and reduce resistance. The vessel is already nearly completed, but no date has yet been fixed for its first Transatlantic trip.

NEW HEART-BEAT THEORY.

PROFESSOR'S VIEW ON SIGNS OF DEATH.

PARIS. Professor Martin Mendelssohn, who has occupied the chair of diseases of the heart in Berlin University since 1899, puts forward the theory that the heart is not the prime motive power for life, but as an organ plays only a secondary part.

The activity of the cells of the body in absorbing the eliminating fluids, says the professor, constitutes the chief motive power in forcing the blood through the system.

Dr. Mendelssohn, in support of his theory, calls attention to the fact that many persons with exceedingly weak hearts continue to live, despite the fact that, in these particular cases, it is impossible to believe that their hearts can pump the blood through the body.

"The heart and blood circulation merely play a regular role in distributing the fuel and resulting refuse to and from the various organs throughout the body—namely, the internal, glandular and epidermic cells," says the professor.

Dr. Mendelssohn states that this explains many cases of the burial of persons apparently dead, and he argues that other tests besides cessation of the heart-beat are necessary to establish true death.

THE MISSING EXPLORER.

MORE THAN TWO YEARS SILENCE.

More than two years have passed since news was received of Colonel P. H. Fawcett, who set out early in 1925, in face of great risks, on an expedition to the interior of Brazil.

Dr. D. C. Hogarth, in his Presidential address to the Royal Geographical Society, at the Aeolian Hall, said:—

"We hold ourselves in readiness to help any competent and well-accredited volunteer party which may propose to proceed on a reasonable plan to the interior of Brazil in order to try for news of Colonel Fawcett."

"Before his departure, Colonel Fawcett stated that he proposed to go where none but he could hope to penetrate, and pass. He left civilisation in 1925—his last news is dated May 30th in that year—on his own motion and sole responsibility."

"He insisted that no uneasiness need be felt if nothing was heard of his fortunes for two whole years or even more."

"The only thing to do will be to prospect in various directions, just as far as it is consistent with reasonable prospects of early return, and gather from natives such information of what is beyond as may be procurable."

WHAT BOLSHIEVKS FEAR MOST.

RUSSIA'S RELIGIOUS REVIVAL.

NEW MENACE TO THE PRESENT TYRANNY.

There is a new threat to Bolshevism which is causing the greatest anxiety to the Soviet. It is a threat which all who have lived in Russia felt sure was bound to spring up sooner or later. It is religion.

At a plenary sitting in Moscow of the Central Committee of the Communist party, which Stalin, the "dictator of the dictatorship," rules with autocratic powers, a special report on the situation was presented and discussed. The official spokesman, Barkanoff, stated that the Soviet's anti-religious organisations were unquestionably suffering discomfiture because of the religious revival taking place both in town and country. Various kinds of religious bodies are now in being, and have made their influence felt even in the barracks of the "Red" Army.

The revolution not only removed the Tsar but drove outward forms of religion from off the face of Soviet Russia. But peasant Russia, despite all that has happened, is still medieval, superstitious. Russia. Religion is as necessary to her people as food and clothing. Recent surveys conducted by the Soviet show that not only were all the old superstitions and beliefs carried over into the new regime, but that because of the suppression of the outward forms and symbols of religious observance, an aggravated form of mysticism has been sweeping the country during the past three years.

This is now giving place to a truer form of religious revival, which was particularly apparent last Easter, when the churches were packed with devout worshippers, and artists from the State opera and theatres sang. This is a feature of the present situation which is causing Stalin and his associates the gravest apprehension, for they see in it a menace to their regime which they are powerless to remove.

Icon Worship.

According to the special commission under Barkanoff a sort of "mass religio-psychosis" is sweeping the country. Several members of the commission have expressed the opinion that the past attacks on the clergy and the churches are to blame. Even Kalinin held the view that the Soviet's anti-religious propaganda was too sweeping. "We must approach the subject of religion very cautiously," he warned his associates as far back as 1925. "We have tried to change

the peasant too quickly from a religious person to a Communist, or, at least, a semi-Communist."

One unpleasant feature of this suppression has been the rise of icon-worship. Belief in the power of icons to work miracles is old in Russia, going back to the time when the country first adopted Christianity. To day it is rife in every province, and its results are sometimes terrible.

A district physician in the Province of Podolie sent in an urgent request to the Moscow health authorities for a large supply of a drug used in the treatment of a dangerous disease. No sooner had he received it than he repeated the order, and found it necessary later to make a third requisition. The officials thereupon called for a report.

The physician replied that for some months a holy icon had been stationed in one of the villages in his district and that thousands of pilgrims were contracting the disease. It appears that twelve years ago a devout peasant in the village of Kalinovka erected a wooden cross on a hill overlooking the highway. It was to be his monument after he had gone, and he spared no expense.

"A Miracle."

He painted it and fastened on one side a gilded wooden figure of the Christ, and to the other an image of the Virgin. When he died no one looked after it, and it began to fall into decay. Then one evening a peasant noticed a small hole in the breast of the Christ and a reddish liquid trickling from it.

Greatly excited, he told his fellows, and although one scoffed and said it was nothing more than rain washing out rust from a hole from which an iron staple had fallen, the village barber—who was also the village healer—announced that the liquid was blood. News of the "miracle" spread like wildfire, and pilgrims flocked.

Men and women walked miles to kiss the bleeding cross. They carried banners by day and torches by night. The men walked bareheaded, the women decorated their hair with flowers. Children, carrying lighted candles, dragged beside their excited parents. Some fell by the wayside.

Before the miraculous cross the pilgrims prostrated themselves and kissed the wooden image. One of them brought with him the germs of infection, and with each kiss the danger spread.

ANTI-AIRCRAFT METHODS.

PROBLEMS WITHOUT PRECEDENTS.

Very little is heard about the progress of anti-aircraft methods. We have an anti-submarine organisation in the Navy but nothing corresponding with it for dealing with attack from the air. Yet it must not be supposed that the latter subject is not claiming as much attention as the former, and probably a great deal more.

It would obviously not be in the public interest to reveal what defensive measures are embodied in our new warships other than anti-aircraft batteries, but the capacity to resist overhead attack is certainly one of the features of their design. The question which is chiefly exercising the minds of those who are responsible for this important matter is to determine the probable value to be assigned to air attack in future warfare. In some quarters it is palpably exaggerated. In others it is unduly minimised. This is inevitable during what may be termed a theoretical stage of development. Air attack did very little mischief to the Navy during the Great War. But it might prove dangerously misleading to argue in consequence that it will prove little more dangerous in the next war.

The means of attack by an aircraft are very restricted. She can only employ bombs and aerial torpedoes; such gunfire as she is ever likely to be capable of is a negligible factor against warships. Bombs and aerial torpedoes are very potent missiles. The question is whether they can ever be used effectively against a moving and resisting fleet. The answer, with every confidence in their precise instructions for ranging and discharging, say, "Yes." The naval mind, probably largely influenced by memories of the Great War, say "No." But the possibilities cannot be left to conjecture. Anti-aircraft work is really one of the most important of current naval subjects. It is closely allied with the other post-war problem of the naval designer, effective defence against plunging fire.

The air arm, of course, is an attacking force. But the naval officer serving in it may well be giving attention to the problems of resistance, for in due course they will revert to the Fleet, bringing with them a full knowledge both of the capacity and limitations of aircraft. Naval and Military Record.

FOR TAKAO, SHANGHAI AND TIENTSIN.

THE BEN LINE
S.S. "BENLEI"
Will be despatched for the above-mentioned ports on or about
TUESDAY, 22nd JULY, 1927.
For particulars regarding Freight, Apply to—
GIBB, LIVINGSTON & CO. LTD.
Agents.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR
STRAITS COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF,
CONTINENTAL AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship

"ALIPORE"
Carrying His Majesty's Mails, will be despatched from this Port on or about
THURSDAY, 24th JULY, 1927,
at Noon, taking Cargo for the above Ports.
Bills, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 5 p.m. the Day before Sailing. The contents and value of all packages must be declared.
For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hong Kong, 18th July, 1927. [5123]

HONG KONG TIDE TABLE.

From July 20th to 26th, 1927.

HIGH WATER.		LOW WATER.	
Day	Time	Day	Time
Wed. 20	11.20	Thurs. 21	11.20
Thurs. 21	11.20	Fri. 22	11.20
Fri. 22	11.20	Sat. 23	11.20
Sat. 23	11.20	Sun. 24	11.20
Sun. 24	11.20	Mon. 25	11.20
Mon. 25	11.20	Tues. 26	11.20

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.
FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "PERSEUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 18th July.
Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 25th July, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 8th August, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
18th July, 1927. [5135]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.
FROM NEW YORK VIA SINGAPORE.

CONSIGNEES per Co's Steamer "ANTIOCHUS" are hereby notified that the Cargo having arrived per a.s. "PERSEUS" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 18th July.
Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 25th July, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 8th August, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
18th July, 1927. [5136]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE
FROM EUROPE

THE Steamship "KABINGA" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godown and/or extra-hazardous Godown of Holt's Wharf, whence Delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 25th July, 1927, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before 1st August, 1927, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hong Kong, 18th July, 1927. [5139]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE
FROM U.S.A.

THE Steamship "COMERIO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godown and/or extra-hazardous Godown of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 25th July, 1927, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before 1st August, 1927, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hong Kong, 18th July, 1927. [5139]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE
FROM U.S.A.

THE Steamship "COMERIO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godown and/or extra-hazardous Godown of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 25th July, 1927, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before 1st August, 1927, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hong Kong, 18th July, 1927. [5139]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE
FROM U.S.A.

THE Steamship "COMERIO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godown and/or extra-hazardous Godown of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 25th July, 1927, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before 1st August, 1927, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hong Kong, 18th July, 1927. [5139]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE
FROM U.S.A.

THE Steamship "COMERIO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godown and/or extra-hazardous Godown of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 25th July, 1927, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before 1st August, 1927, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hong Kong, 18th July, 1927. [5139]

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTION
S.S. "AMAZONE"

BRINGS CARGO FROM
MARSEILLES, etc.
ALSO CARGO FROM COGNAC
S.S. "BOLLON"
AND CARGO FROM BORDEAUX,
EX S.S. "LOUQUOR"

CONSIGNEES are hereby informed that their Goods with the exception of Optimum, Treasure and Valuables are being landed at Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 18th July.
Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 25th July, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 8th August, or they will not be recognised.
No Fire Insurance will be effected.
J. LIMAGE, Agent.
Hong Kong, 19th July, 1927. [5138]

NORDEUTSCHER LLOYD, BREMEN.

THE Motor Ship "KOENIGSBERG" having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
All Goods remaining undelivered after the 25th of July, 1927, will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors Messrs. Goddard & Douglas at 10 a.m. on the 31st of July, 1927.
No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.
Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.
MELCHERS & CO., Agents.
NORDEUTSCHER LLOYD, BREMEN, Hong Kong, 18th July, 1927. [5131]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES
THE Motor Vessel "MUNSTERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godown of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd July, 1927, will be subject to Rent.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 22nd July, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before the 1st August, 1927, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JEBSEN & CO., Agents.
Hong Kong, 18th July, 1927. [5130]

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

VESSELS	Days from Hong Kong or about	Days from Sydney or about
CHANGTE	9th August	16th August
TAIPING	8th September	15th September
CHANGTE	11th October	18th October
TAIPING	9th November	16th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, TELEPHONE: CENTRAL 84. Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

S.S. "HELENU" ... Via Suez Canal 31st July.

S.S. "CITY OF BEDFORD" ... Via Suez Canal 14th August.

S.S. "MENTOR" ... Via Suez Canal 28th August.

S.S. "CITY OF NORWICH" ... Via Suez Canal 11th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG, HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.



LIGNES COMMERCIALES (Cable 5514)

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNDEE, and "TANG TSE".

S.S. "YALOU" due to arrive from DUNDEE, LONDON, HAYRE about the 23rd July.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Hong Kong	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
PAUL LEON ...	—	—	2nd Aug.
AMAZON ...	—	—	16th Aug.
CHENONGBAUX ...	1st July	3rd Aug.	30th Aug.
ATHOS II ...	25th Aug.	30th Aug.	27th Sept.
D'ARTAGNAN ...	15th Aug.	13th Sept.	11th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance)

A Cabin 1st Class ... 2 1/2 0/0. 2nd Class ... 2 0/0. 3rd Class ... 1 1/2 0/0.

Through Tickets to London and Leaving Towns of Europe.

Accommodations reserved in the Trans at Marseilles.

(Sailings subject to alteration without notice).

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES, 3, Queen's Building, CONSIGNATION—TRANSIT—REPRESENTATION.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS TO BOSTON AND NEW YORK

M.V. "MALAYAN PRINCE" ... 28th July, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furprince. King's Building.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE

VETARZO MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy, rheumatism, gout, swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism, gonorrhea, gonorrhea, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH

VETARZO

BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.4., London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO" & "REMEDIES" on Government Stamp. Sold by LEADING CHEMISTS.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

July 18th.

Albert Sarrant, French str., 1,131 tons, Capt. J. B. Poggi, from Saigon, which port she left on July 14th, with a cargo of rice, lying at buoy No. C14.—Messageries Maritimes.

Chungkong, Chinese str., 447 tons, Capt. Kwok Sha, from Tauran, with a general cargo, lying at buoy No. C44.—Yau Lee Co.

Helikon, Norwegian str., 1,230 tons, Capt. J. Jorgensen, from Bangkok and Hoibow, with rice and general cargo, lying at buoy No. B37.—Thoresen & Co.

Kwai Sang, British str., 1,435 tons, Capt. G. Matthews, from Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Matsumoto Maru, Japanese str., 4,334 tons, Capt. A. Yamashita, from Hamburg and Singapore. The latter port she left on July 13th, with a general cargo, lying at buoy No. A10.—N.Y.K.

President Hayes, American str., 6,195 tons, Capt. J. J. Cadogan, from San Francisco and Shanghai. The latter port she left on July 15th, with a general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Sibiria, British str., 1,571 tons, Capt. A. C. Inglis, from Swatow, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Siberia Maru, Japanese str., 6,117 tons, Capt. S. Ito, from Los Angeles via Keelung. The former port she left on June 17th, with 1,231 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.

Sval, Norwegian str., 1,337 tons, Capt. Stolen, from Swatow, with a general cargo, lying at Stonecutters.—Lee Fat Co.

Tak Hing, Chinese str., 105 tons, Capt. Ho Yuan, from Antau, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi Co.

July 19th.

Amazon, French str., 6,029 tons, Capt. Conte, from Saigon, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.

Empress of Canada, British str., 12,811 tons, Capt. A. J. Halley, R.N.R., from Vancouver via Japan ports and Shanghai. The latter port she left on July 16th, with a general cargo, lying at Kowloon Wharf.—C.P.S.S., Ltd.

Fooshing, British str., 1,423 tons, Capt. W. Allen Balch, from Canton, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

Ilanot, French str., 630 tons, Capt. L. Cruchot, from Haiphong and Fort Bayard, with general cargo and rice, lying at buoy No. C19.—Messageries Maritimes.

Hydrangea, British str., 561 tons, Capt. T. H. Ball, from Fort Bayard, with a general cargo, lying at Chiu On Wharf.—Chiu On S.S. Co.

Maji Maru, Japanese str., 3,757 tons, Capt. Y. Soejima, from Singapore, which port she left on July 15th, with gunnies and pig iron, lying at Kowloon Wharf.—N.Y.K.

President Cleveland, American str., 5,993 tons, Capt. G. W. Yardley, from San Francisco and Shanghai. The former port she left on July 16th, with a general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Raymond Poincare, French str., 1,197 tons, Capt. Lorce, from Canton, with a general cargo, lying at buoy No. C15.—Yik Cheong Co.

Tjilandi, Dutch str., 4,836 tons, Capt. J. E. A. Hillegaart, from Balikpapan, which port she left on July 9th, with sugar and general cargo, lying at buoy No. A4.—J.C.J.L.

CLEARANCES

July 19th.

Albert Sarrant, for Shanghai.

Amazon, for Shanghai.

Fooshing, for Swatow.

Hanoi, for Haiphong.

Kaiying, for Shanghai.

Matsumoto Maru, for Shanghai.

Menado Maru, for Swatow.

Maji Maru, for Kobe.

Perseus, for Shanghai.

President Cleveland, for Manila.

President Hayes, for Manila.

Raymond Poincare, for Pakhoi.

Sibiria, for Singapore.

Sphinx, for Saigon.

Tai See Ma, for Kwang Chow.

Tai Tak, for Canton.

Yanon, for Hoibow.

DOLLAR STEAMSHIP LINE

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT MADISON ... Tuesday, Aug. 2nd

PRESIDENT JACKSON ... Tuesday, Aug. 18th

PRESIDENT MCILROY ... Tuesday, Aug. 30th

PRESIDENT LINCOLN ... Tuesday, Sept. 13th

PRESIDENT CLEVELAND ... Tuesday, Sept. 27th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
July 27	Seattle	Aquitania	Aug. 24	C'burg-S'hampton Aug. 30
Aug. 3	San Francisco	Majestic	Sept. 8	C'burg-S'hampton Sept. 14
Aug. 10	Seattle	Mauretania	Sept. 15	C'burg-S'hampton Sept. 21
Aug. 17	San Francisco	Olympic	Sept. 22	C'burg-S'hampton Sept. 28
Aug. 24	Seattle	Berengaria	Sept. 29	C'burg-S'hampton Sept. 30
Sept. 1	San Francisco	Homeric	Oct. 6	C'burg-S'hampton Oct. 12
Sept. 8	Seattle	Aquitania	Oct. 13	C'burg-S'hampton Oct. 19
Sept. 15	San Francisco	Majestic	Oct. 20	C'burg-S'hampton Oct. 26
Sept. 22	Seattle	Mauretania	Oct. 27	C'burg-S'hampton Oct. 30
Sept. 29	San Francisco	Olympic	Nov. 3	C'burg-S'hampton Nov. 9
Oct. 6	Seattle	Berengaria	Nov. 10	C'burg-S'hampton Nov. 16
Oct. 13	San Francisco	Leviathan	Nov. 17	C'burg-S'hampton Nov. 23

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT CLEVELAND ... Wednesday, July 27th

PRESIDENT FIREOE ... Wednesday, Aug. 10th

PRESIDENT TAFT ... Wednesday, Aug. 30th

PRESIDENT JEFFERSON ... Wednesday, Sept. 7th

PRESIDENT GHANT ... Wednesday, Sept. 21st

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON and NEW YORK

PRESIDENT POLK ... Tuesday, Aug. 22d, 8.00 a.m.

PRESIDENT ADAMS ... Tuesday, Aug. 18th, 8.00 a.m.

PRESIDENT GARFIELD ... Tuesday, Aug. 30th, 8.00 a.m.

PRESIDENT HARRISON ... Tuesday, Sept. 13th, 8.00 a.m.

PRESIDENT MONROE ... Tuesday, Sept. 27th, 8.00 a.m.

(Thereafter Fortnightly Sailings on Tuesdays.)

TO MANILA.

PRESIDENT MADISON ... July 25th, 6.00 p.m.

PRESIDENT POLK ... Aug. 2nd, 8.00 a.m.

PRESIDENT FIREOE ... Aug. 18th, 8.00 a.m.

PRESIDENT JACKSON ... Aug. 2nd, 6.00 p.m.

PRESIDENT ADAMS ... Aug. 8th, 6.00 p.m.

PRESIDENT GHANT ... Aug. 18th, 8.00 a.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI, BANK BUILDING (Ground Floor).

Telephone: Central 2177, 2478 & 795.

AUSTRIA-CHINA NAVIGATION CO.

S.S. "CALULU" will sail hence on the 4th AUGUST

SYDNEY, MELBOURNE & ADELAIDE

HAIPHONG, MANILA, SANDAKAN, BALIKPAPAN, RABAU, SAMARAI and NOUMEA

DODWELL & CO., LTD.

Queen's Building, Tel. C. 1030.

LONDON VIA ITALY

The new M/V "VIMINALE" of 8,657 tons with excellent passenger accommodation and exquisite cuisine will sail hence at Noon on 26th INST. for Brindisi, Venice and Trieste via Singapore, Colombo, Aden, Massaua, Suez Canal, taking through passengers to LONDON.

For particulars, please apply to—

DODWELL & CO., LTD.

AGENTS Queen's Building.

Tel. C. 1030.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SWATOW ... "FOOSHING" ... Wednesday, 30th July, at 10 a.m.

CANTON ... "CHAKSANG" ... Thursday, 31st July, at 8 a.m.

HAIPHONG ... "MINGSANG" ... Friday, 2nd Aug., at 8 a.m.

SHANGHAI ... "YUSANG" ... Friday, 2nd Aug., at 10 a.m.

TSIENTSIN ... "CHEONGSHING" ... Saturday, 3rd Aug., at 3 p.m.

SHANGHAI ... "CHAKSANG" ... Sunday, 4th Aug., at 10 a.m.

TSINGTAU via SWATOW ... "KWAISANG" ... Sunday, 4th Aug., at 10 a.m.

OSAKA via AMOY, SHANGHAI ... "FOOKSANG" ... Wednesday, 27th July, at 7 a.m.

HAIPHONG via SWATOW ... "HANGSANG" ... Wednesday, 27th July, at 10 a.m.

SANDAKAN ... "MAUSANG" ... Wednesday, 27th July, at 3 p.m.

STRAITS & CALCUTTA ... "LAISANG" ... Thursday, 28th July, at 3 p.m.

TSINGTAU via SWATOW ... "YATSHING" ... Sunday, 31st July, at 10 a.m.

OSAKA via AMOY, SHANGHAI, MOJI, YOKOHAMA & KOBE ... "KUMSANG" ... Tuesday, 2nd Aug., at 7 a.m.

TSINGTAU via SWATOW ... "KONGSANG" ... Wednesday, 2nd Aug., at 10 a.m.

SANDAKAN ... "HINSANG" ... Friday, 4th Aug., at 3 p.m.

STRAITS & CALCUTTA ... "HOSANG" ... Saturday, 5th Aug., at 3 p.m.

KOBE via AMOY, SHANGHAI, MOJI & YOKOHAMA ... "KUTSANG" ... Wednesday, 10th Aug., at 7 a.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

[8]

GLEN LINE.

FARE: HONG KONG TO LONDON £22.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "PMBROOKSHIRE" ... (via Oran) 28th July

Motor Vessel "GLENGLASS" ... (via Oran) 24th August

Motor Vessel "GLENARRE" ... (via Oran) 21st September

Motor Vessel "GLENLUCE" ... (via Oran) 19th October

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOI" ... Due Hong Kong, 27th July

Motor Vessel "GLENARRE" ... 4th August

Motor Vessel "GLENLUCE" ... 18th August

Steamship "GLENMARTENSHEIRE" ... 18th September

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

[9]

NORDEUTSCHER LLOYD, BREMEN.

FAB EASTERN

PASSENGER AND FREIGHT SERVICE.

Cabin class ... £73 4s. 0d.

Intermediate class ... £48 2s. 0d.

To GENOA.

Next Sailings:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASSES AND 150 INTERMEDIATE CLASS PASSENGERS.

ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENTSIN).

ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.

S.S. "TRIER" ... 23rd July, 1927.

S.S. "GOTTE" ... 20th August.

S.S. "SAARBRUECKEN" ... 24th Sept.

S.S. "COBLENZ" ... 27th Oct.

S.S. "FULDA" ... 19th Nov.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:

S.S. "FRANKEN" ... on or about 3rd Aug. from Hong Kong.

NEXT ARRIVALS FROM EUROPE:

S.S. "ANHALT" ... on or about 14th Aug. in Hong Kong.

S.S. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone C. 4597.

3, Queen's Building, Charter Road.

HONG KONG. [20]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAICHING ... Thursday, the 21st July, at 1 p.m.

HAINGING ... Sunday, the 24th July, at Noon

HAIBONG ... Tuesday, the 26th July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hong Kong to Fuchow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPEIRA & CO.

General Managers.

[5]

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.

R.M.S. "EMPERESS OF CANADA"

will be despatched from Hong Kong to

MANILA

4 P.M., WEDNESDAY,
JULY 20th, 1927.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAC."

Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15]

N.Y.K. LINE

REDUCED RATES TO EUROPE VIA SAN FRANCISCO.
2120, 2112, 2110, 2102, 239; G440, G420 VIA SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

*SIBERIA MARU ... Tuesday, 28th July, at 10 a.m.
*TAIYO MARU ... Friday, 12th Aug., at Noon
*TENYO MARU ... Monday, 22nd Aug.,
*Calls Keelung & Los Angeles, Omura, Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

*HAKUSAN MARU ... Saturday, 30th July, at 11 a.m.
*KITANO MARU ... Saturday, 13th Aug., at 11 a.m.
*HARUNA MARU ... Saturday, 27th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

*AKI MARU ... Wednesday, 20th July, at 8 p.m.
*MISIMA MARU ... Wednesday, 24th Aug., at 11 a.m.

BOMBAY via Singapore, Penang & Colombo.

*BANGKOK MARU ... Thursday, 28th July
*SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

*GINYO MARU ... Friday, 15th August

SOUTH AMERICA (East Coast) via Singapore, Cape

*TOWN & PORTS:
*KAMAKURA MARU ... Thursday, 11th Aug.
*NEW YORK and/or BOSTON via PANAMA.

*BENGAL MARU ... Saturday, 22nd July

*TATSUNO MARU ... Wednesday, 10th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

*LYONS MARU ... Friday, 8th August
*CALCUTTA via Singapore, Penang & Rangoon.

*OSAKA MARU ... Saturday, 23rd July

SOURABAYA via Batavia, Cheribon & Samarang.

*MORIOTA MARU ... Saturday, 8th Aug.
*NAGASAKI, KOBE & YOKOHAMA.

*MISIMA MARU ... Friday, 22nd July

SHANGHAI, KOBE & YOKOHAMA.

*TOYOHASHI MARU ... Monday, 25th July
*KAMO MARU ... Saturday, 30th July
*RADO MARU ... Saturday, 30th July
*KOKUSHEIMA MARU ... Tuesday, 2nd Aug.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone Central No. 292 (Private exchanges to all Dept.). [7]



KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR SHIP

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on July 21st.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YORK BUILDING, CHATER ROAD. [12]

Shipping News

Daily Statement, Waterfront
News, etc.YESTERDAY'S FREIGHT
RETURNS.HEAVY INWARD AND
THROUGH CARGOES.BRITISH STEAMERS GOOD
CONTRIBUTORS.

The returns for the 24 hours ended at 9 a.m. yesterday showed that twenty vessels had arrived into port. Freights imported and carried for ports beyond the Colony were heavy. British steamers were good contributors.

Out of the twenty arrivals, fifteen discharged here. The total amount of cargo unloaded was 17,323 tons, of which, 7,053 tons were accounted for by five British vessels. The two best returns were shown by the a.s. *Perseus* (Blue Funnel), from Liverpool and Singapore, and the a.s. *President Cleveland*, from San Francisco and Shanghai. The former steamer yielded 4,900 tons and the latter vessel 2,737 tons.

Through cargo was on the mainline of twelve steamers, and amounted to 23,290 tons. Of these five British ships accounted for 8,360 tons. The British v.s. *Admiral*, from Dunkirk and Singapore, carried the heaviest freight; she had no less than 4,300 tons on board. The a.s. *President Cleveland* came second with 2,322 tons from San Francisco and Shanghai.

During the period under review there were 20 arrivals and 7 departures. The Nationalities were as under:

	Arr.	Dep.
British	7	2
Japanese	4	1
Chinese	3	0
American	2	1
French	2	1
Norwegian	2	1
Danish	0	1
Total	20	7

WARSHIPS IN PORT.

Warships in port yesterday were—

North Wall Basin, *Wahara* and *Wild Swan*; South Wall Basin, *Onslaught*, *Seraphis* and *Moorhen*; East Wall Basin, Subs. *L15* and *L10*; North Arm, *Vindictive*; West Wall Dock, *Tarantula*; In Dock, *Delhi*; Talkoo Dock, *Fozzylog*; Kowloon Dock, *Emerald*; Buoy *L1*, *Hermes*; Buoy *2*, *Marazion*; Buoy *3*, *Dauntless*; Buoy *15*, *Euthenia*; Buoy *19*, U.S.S. *Helena*; Buoy *23*, *Kharkis*; Kowloon Anchorage, *Belgo* and *Portol*.

SUNRISE AND SUNSET IN
HONG KONG.

FOR JULY, 1927.

STANDARD TIME OF THE 12th

MERIDIAN, EAST OF

GREENWICH.

Date	Sunrise	Sunset
July 20th	5.49 a.m.	7.10 p.m.
" 21st	5.50	7.09
" 22nd	5.50	7.09
" 23rd	5.51	7.08
" 24th	5.51	7.08
" 25th	5.51	7.07
" 26th	5.52	7.07
" 27th	5.52	7.06
" 28th	5.53	7.05
" 29th	5.53	7.05
" 30th	5.53	7.05
" 31st	5.54	7.05

WATERFRONT NEWS

PASSENGER- AND AMMUNI-
TIONILLICIT OPIUM ON "SHING
ON."

[BY LONGHOREMAN.]

A Scape-goat.

A passenger returning from America by the a.s. *President Hayes* was charged before Mr. W. Schofield at the Kowloon Magistracy, yesterday morning, with having in his possession 157 rounds of ammunition and several spare pistol parts. The defendant claimed that the box in which these were found was given to him to bring to China, by a friend whose name appeared on the cover, with the defendant's own surname on one side. His Worship remarked that there was little evidence of guilty knowledge, and he would only not inflict a fine of \$250.

An Engineer's Loss.

Mr. Hughes, engineer of the a.s. *Sanfield* lying at No. 2 wharf at the Kowloon Godowns reported the theft from his cabin on Monday afternoon, of a Webley-Scott revolver and 15 rounds of ammunition.

Illicit Opium.

Arriving in the Colony two days ago, the a.s. *Shing On*, a Chinese ship belonging to a Chinese shipping company, the Yuen Yuen Co., visited by the Police, who found six parcels of illicit opium, says the vernacular press. The opium was wrapped up in some mats.

"Empress of Canada."

The R.M.S. *Empress of Canada* arrived from the North yesterday morning, and berthed at Kowloon Wharves, Pier 5. She had been delayed, as was mentioned yesterday, through the typhoon. She had a very good passenger list, there being 85 first-class passengers disembarking here, 65 second-class, and 80 third-class, while there were also 320 steerage passengers for this port. There were 46 cabin passengers on board for Manila. The liner sails to-day at 4 p.m.

French Liner.

Arriving yesterday from Marseilles and Saigon, the a.s. *Amazon* discharged 54 passengers here, of whom 19 were first-class passengers, six second-class, 13 third-class and 16 fourth-class. 15 passengers in transit number 63, making a total of 150 on board when the liner arrived here.

Chinese Deck Passengers.

The total number of Asiatic deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday, was 1,020.

In Cable Reserve.

The master of a trading junk was fined ten dollars at the Marine Court yesterday morning for anchoring his craft in the cable-reserve at Taikoo Dock.

Kerosene Shipments.

The British steamer *Comeric* arriving here yesterday from New York and Shanghai brought 30,750 cases of kerosene into the Colony. She also carried 60,000 cases for ports beyond Hong Kong.

P. and O. Ships

The P. & O. Company are apparently devoting more attention to the passenger traffic to the Far East by sending this year the *Mongolia* and the *Rawalpindi*, vessels of 16,600 tons and of the highest class. The *Mongolia* was at Hong Kong in February, and she will be here again in October. The *Rawalpindi* is due here on Thursday, having on board the London mails of June 23rd. During recent years the P. & O. Company sent out this way only one vessel of the *Mongolia* class, but this year two vessels have been sent.

SHIPPING MOVEMENTS.

The m.v. *Delhi* (Swedish East Asiatic Co. Ltd.) left Antwerp on July 13th, and is expected to arrive here on or about August 10th. The R.M.S. *Empress of Asia* arrived at Kobe on Tuesday at 8.30 a.m., and left at 4 p.m. She is due at Yokohama to-morrow at 6 a.m.

VESSELS EXPECTED.

Adriatic (Blue Funnel), due to-day.
Aeneas (Blue Funnel), due Sept. 25th.
Antenor (Blue Funnel), due to-morrow.
Arctura (E. & A.), due July 28th.
Atlas II. (M.M.), due August 30th.
Beledi (Ben Lipe), due to-day.
Calchas (Blue Funnel), due Sept. 10th.
Chenoneas (M.M.), due August 2nd.
D'Artagnan (M.M.), due September 13th.

Delhi (Swedish East Asiatic), due August 10th.
Despatch (P. & O.), due August 4th.
Dionaea (Blue Funnel), due October 28th.
Eurylochus (Blue Funnel), due September 11th.
Garbata (B.I. & Apear), due July 25th.

Hector (Blue Funnel), due August 25th.
Kashgar (P. & O.), due November 25th.
Kashmir (P. & O.), due September 29th.
Keemun (Blue Funnel), due Sept. 30th.
Khyber (P. & O.), due August 4th.

Lycan (Blue Funnel), due Sept. 2nd.
Macedonia (P. & O.), due October 14th.
Melina (P. & O.), due September 15th.
Manila (P. & O.), due November 11th.
Mendacus (Blue Funnel), due Aug. 15th.

Mongolia (P. & O.), due October 25th.
Morre (P. & O.), due August 15th.
Nagapore (P. & O.), due August 25th.
Nanking (Swedish East Asiatic Co. Ltd.), due to-day.

Ningchow (Blue Funnel), due Aug. 27th.
Nyansa (P. & O.), due September 14th.
Philoctetes (Blue Funnel), due Aug. 5th.
Rawalpindi (P. & O.), due to-morrow.

Rhezenor (Blue Funnel), due July 30th.
Santha (B.I. & Apear), due Aug. 10th.
St. Albans (E. & A.), due Sept. 5th.
Tanda (E. & A.), due August 8th.
Tetemachus (Blue Funnel), due Aug. 2nd.

Tilauri (B.I. & Apear), due to-day.
Talos (M.M.), due July 22nd.

P. & O., British India
Apear and
Eastern & Australian
LinesCOMPANIES INCORPORATED IN ENGLAND.
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,273	21st July, Noon	Straits and Bombay.
"MAEDONIA"	11,120	23rd July	Marseilles and London.
"KALYAN"	9,144	25th Aug.	Marseilles, Casa Blanca, London, Antwerp & Hull.
"NYANZA"	7,023	3rd Aug.	Straits and Bombay.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	24th Aug.	Marseilles and London.
"MOREA"	10,953	3rd Sept.	Marseilles, London & Antwerp.
"DEVANHA"	8,155	17th Sept.	Marseilles and London.
"KHYBER"	9,114	1st Oct.	do.
"MALWA"	10,958	15th Oct.	do.
"KASHMIR"	8,985	29th Oct.	do.
"MAEDONIA"	11,120	12th Nov.	do.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"MOREA"	10,953	7th Jan., 1928	do.
"DEVANHA"	8,155	21st Jan., 1928	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,006	22nd July	Singapore, Penang and Calcutta.
"SANTHA"	7,744	18th Aug.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ARAFURA"	4,000	29th July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	8,985	2nd Sept.	do.
"ST. ALBANS"	4,500	30th Sept.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co. 16th steamers will also call at Shanghai, Hilo, Oahu, Kolombangara, Tawee, Timor, Durian, or other ports en route as indicated on the shipping schedule.

Frequent connections from Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	16,619	22nd July	Shanghai, Kobe and Yokohama.
"GABRIELA"	5,273	27th July	Shanghai, Kobe & Osaka.
"DEVANHA"	8,155	3rd Aug.	Shanghai, Kobe & Yokohama.
"TANDA"	8,985	9th Aug.	Shanghai, Kobe, Osaka & Yokohama.
"MOREA"	10,953	19th Aug.	Shanghai.
"KASHGAR"	9,005	30th Aug.	Shanghai, Kobe & Yokohama.
"KHYBER"	9,114	3rd Sept.	Shanghai, Kobe, Osaka & Yokohama.
"ST. ALBANS"	4,500	15th Sept.	Shanghai, Kobe & Kobe.
"MALWA"	10,958	16th Sept.	Shanghai, Kobe & Yokohama.
"KASHMIR"	8,985	30th Sept.	do.
"ARAFURA"	4,000	4th Oct.	Shanghai, Kobe, Osaka & Yokohama.
"MAEDONIA"	11,120	14th Oct.	Shanghai, Kobe & Yokohama.
"MONGOLIA"	16,504	28th Oct.	do.
"MANTUA"	10,946	12th Nov.	do.
"KASHGAR"	9,005	26th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,958	7th Jan., 1928	do.
"KHYBER"	9,114	21st Jan., 1928	do.
"MAEDONIA"	11,120	4th Feb., 1928	do.
"KASHMIR"	8,985	18th Feb., 1928	do.
"MANTUA"	10,946	25th Feb., 1928	do.
"MONGOLIA"	16,504	17th Mar., 1928	do.
"MOREA"	10,953	30th Mar., 1928	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Laundries.

Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Colonnade Road Central, HONGKONG. Agents. [1]

THE SWEDISH EAST ASIATIC
COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

BARCELONA, ROTTERDAM, HAMBURG

AND SCANDINAVIAN PORTS.

Loading about

m.v. "BENARES" ... 8th August

m.v. "NANKING" ... 1st September

m.v. "DELHI" ... 18th September

FOR SHANGHAI AND JAPAN PORTS.

Loading about

m.v. "NANKING" ... 20th July

m.v. "DELHI" ... 18th August

For further particulars, apply to the Agents—

GILMAN & CO. LTD. G. E. HUYGEN.

Hong Kong. Canton.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO. LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF GLASGOW" ... 3rd August

S.S. "KABINGA" ... 18th August

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through-Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August

S.S. "CITY OF NORWICH" ... via Suez Canal ... 11th September

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

MAURITIUS & SOUTH AFRICA

